START OF ROLL

ROLL NO.

#73

Construction Contracts

BFI-78(17) Three Structures on Deady- 1954
Shady Sec., Pacific Hwy.
#4241

RECEIVED
JUL 11 1956
FOR FILING

BFI-78 (17)
BFI-78 (18)
4241

July 10, 1956

U. S. Fidelity and Guaranty Company
Suite 201, Portland Trust Building
319 S. W. Washington Street
Portland 4, Oregon

Attention: L. Lewis

Gentlemen:

Thanks for your letter of July 9, 1956 advising that both Mr. George C. Bottoms and Mr. Karl H. Doerre have been transferred to your home office in Baltimore, Maryland, and that Mr. Lotus M. Conser is your new Manager and Mr. George H. Mayes is the new Superintendent of the Bond Department.

We will endeavor hereafter to address our letters accordingly.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: F. Query

UNITED STATES FIDELITY AND GUARANTY COMPANY
GEORGE C. BOTTOMS, MANAGER
PORTLAND OFFICE
SUITE 201, PORTLAND TRUST BUILDING
319 S. W. WASHINGTON STREET, PORTLAND 4, OREGON

TELEPHONE: CAPITOL 7-0464

LOTUS M. CONSER
ASSOCIATE MANAGER

JOSEPH A. BOYCE
SUPERINTENDENT OF CLAIMS

July 9, 1956

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Re: Contract No. 4241 Soule Steel Company
Deady-Shady Section of the Pacific
Highway in Douglas County

Gentlemen:

We have your letter of July 5th concerning the above claim addressed to the attention of Mr. George C. Bottoms, with a carbon copy to Mr. Karl H. Doerre.

This letter is to inform you that both of these employes have been transferred to our Home Office in Baltimore. Mr. Lotus M. Conser is the new Manager and Mr. George H. Mayes, Superintendent of the Bond Department.

Very truly yours,

L. Lewis

L

RECEIVED
JUL 10 1956
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

Lewis

RECEIVED
JUL 11 1956
FOR FILING

BFI-28 (17)
BFI-28 (18)
4241

July 5, 1956

U. S. Fidelity & Guaranty Company
201 Portland Trust Building
Portland, Oregon

Attention: Mr. George G. Bottoms

Gentlemen:

We have received a carbon copy of a letter written by Soule Steel Company, the original of which was directed to the Secretary of State, advising that Soule Steel Company have received checks in full satisfaction of their claim against Contract No. 4241 in the sum of $11,805.53. This claim was filed in our office on October 20, 1955 for materials furnished in three structures on the Deady-Shady Section of the Pacific Highway in Douglas County.

This information is furnished as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Mr. Earl H. Doerre
201 Portland Trust Building
Portland 4, Oregon

Columbia Empire Constructors, Inc. and
P. S. Lord Mechanical Contractors
4507 S. E. Milwaukie Avenue
Portland 2, Oregon

Commissioners
Mr. R. H. Baldock
Mr. W. C. Williams

NOTED ON CARD

SOULÉ STEEL COMPANY

2630 N. W. ST. HELENS ROAD • P. O. BOX 9594 • PORTLAND 10, OREGON
Telephone • CApitol 3-5154

June 29, 1956

Secretary of State
State of Oregon
Salem, Oregon

Subject: File No. 3527

Dear Sir:

Reference is made to notice of claim in the amount of $11,805.53 filed with you on October 19, 1955, your file number above, against the bond taken from Columbia Empire Constructors, Inc. & P.S. Lord Mechanical Contractors, Inc. on the Deady-Shady Structures.

This is to advise you that we have received checks in full satisfaction of our claim.

Yours very truly,

SOULE' STEEL COMPANY

C. R. Reisner
District Office Manager

CRR:dl
cc: Oregon State Highway Commission ✓
United States Fidelity and Guaranty Company
Columbia Empire Constructors, Inc.
& P. S. Lord Mechanical Contractors, Inc.
N. O. Millar

RECEIVED
JUL 2 1956
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

BFE-78(17)
BFE-78(15)

8

OREGON STATE HIGHWAY DEPARTMENT
(date)
April 20, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4241	12 Post-Final	P. S. Lord Mechanical Contractors Columbia Empire Constructors, Inc. & /

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
7680	R-148547	$ 130.67	4/20/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: May 31, 1955

Time Extensions: to Sept. 1, 1955 with penalty after 7-15-55

Completion Date: July 22, 1955

Date Accepted: Aug. 11, 1955

Penalties: None of record except ~~xxxxxpt~~ the extension of time penalty

[redacted]

Remarks:

Date: 4-23-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: APR 23 1956

Ruth Rawlings

NOTED ON CARD
JH

RECEIVED
DEC 28 1955
FOR FILING

BF1-78(17)
BF1-78 (18)
4241

M1105

Lewis

December 22, 1955

U. S. Fidelity and Guaranty Company
Seattle Claim Office
306 Central Building
Seattle 4, Washington

Attention: Mr. Albert O. Prince
Superintendent

Gentlemen:

This letter is in reply to yours of December 14 concerning the status of Soule Steel Company's claim against Columbia Empire Constructors, Inc. and P. S. Lord Mechanical Contractors on Contract No. 4241 for three structures on the Deady-Shady Section of the Pacific Highway. This contract, as you probably know, was completed July 22 and accepted by the Highway Commission on August 11, 1955. The final contract price has been determined at $126,947.83.

On September 13, 1955, we notified the U. S. Fidelity and Guaranty Company that final payment in the amount of $10,146.86 would be released to the contractor on or after September 23, 1955. No objection was heard and the final payment was mailed to the contractor on September 27, 1955 so at this time there is no unpaid balance on this contract.

We believe there must be some misunderstanding concerning your statement that "Ordinarily the retained percentage is not released to the contractor until the expiration of the statutory time for filing liens." It has always been our practice to release payments to the contractor, including final payments, whenever these payments were ready to be made, unless we had a request from the Surety to withhold such payments.

We have been advised by our Legal Department that the six months' period for the filing of materialmen's claims against the bond on the contract begins to run when the contract is accepted by the Highway Commission.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

noted, gl

FAQ:fp

UNITED STATES FIDELITY AND GUARANTY COMPANY
SEATTLE CLAIM OFFICE
306 CENTRAL BUILDING, SEATTLE 4, WASH.

ALBERT O. PRINCE
SUPERINTENDENT

TELEPHONE
MAIN 9104

December 14, 1955

Oregon State Highway Department
Salem, Oregon

Attention: Mr. Floyd Query

Re: 53 S 611 - Columbia Empire Constructors, Inc. and
P. S. Lord Mechanical Contractors -
State of Oregon
Bridges 7666, 7667 and 7711 Deady-Shady Section of Pacific
Highway in Douglas County
Oregon State Contract No. 4241

Gentlemen:

The United States Fidelity and Guaranty Company is the surety on the above captioned contract. According to your letter of September 13, 1955 the Oregon State Highway Commission formally accepted the contract on August 11, 1955. In the second paragraph of your letter of September 13 you state that final payment in the amount of $10,146.86 will be released to the contractor on or after September 23, 1955.

According to a report furnished this company dated August 1, 1955 and signed by your Mr. H. B. Glaisyer the amount paid as of that date was $116,800.97 and the amount of the retained percentage as of that date was $9,734.40. I, therefore, assume that the figure mentioned in the second paragraph of your letter of September 13 included the retained percentage.

The reason why I am writing you is because the Soule Steel Co. has filed a claim on this contract on August 19, 1955. It is my understanding of the laws of the State of Oregon that materialmen have six months after formal acceptance of the contract in which to file a claim. Ordinarily the retained percentage is not released to the contractor until the expiration of the statutory time for filing liens.

Seattle 66 4-54

Would you kindly advise the amount of time materialmen have under the laws of the State of Oregon for filing liens and the unpaid balance in the contract.

Thanking you for your cooperation in this matter, I remain

Very truly yours,

ALBERT O. PRINCE
Superintendent

ij

RECEIVED
DEC 19 1955
STATE HIGHWAY COMMISSION

RECEIVED
NOV 1 1955
FOR FILING

[illegible]
4241

October 31, 1955

Columbia Empire Constructors, Inc. and
P. S. Lord Mechanical Contractors
4507 S. E. Milwaukie Avenue
Portland 2, Oregon

Attention: Mr. Thomas D. Telford

Gentlemen:

This is to acknowledge receipt of your letter of October 27 to which was attached copy of a letter written by you to Soule Steel Company concerning their claim against your Contract No. 4241 for construction of three structures on the Deady-Shady Section of the Pacific Highway. This information will be noted in our records.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

Columbia Empire Constructors, Inc.
4507 S. E. Milwaukie Avenue
Portland 2, Oregon

October 27,1955

Mr. H.B.Glaisyer,Secretary
Oregon State Highway Dept.
Salem ,Oregon

Dear Sir:

We have received a copy of a letter to the U.S. Fidelity & Guaranty Co. regarding the filing of a claim by Soule' Steel Co. against our Bond for Contract # 4241,Three Structures ,Roseburg ,Oregon .

Attached please find a copy of a letter to Soule' Steel regarding this matter .

We regret that Soule Steel has taken this action to force settlement,however the filing of the claim has brought the matter to a head and it can now be settled accordingly .

Sincerely,

COLUMBIA EMPIRE CONSTRUCTORS,INC.

Thomas D Telford
Thomas D Telford

REFERRED TO Jerry
SECRETARY

acknowledge & record on card

October 26 ,1955

Soule' Steel Co.
2630 NW St Helens Road
Portland 10 , Oregon

Attn: Mr. O.R.Reisner
District Office Mgr.

Gentlemen:

We are in receipt of a letter from the Oregon State Highway Dept. to the U.S.Fidelity & Guaranty Co. stating that a claim in the amount of $11,805.53 had been filed with the Secretary of State by Soule' Steel Co. on October 20th,1955 for furnishing and installing reinforcing steel for the three bridges at Roseburg, Oregon ,the final payment for which was received by Columbia Empire Constructors,Inc. on October 3rd from the Oregon State Highway Department .

As previously discussed a considerable difference in reinforcing steel quantities exists between the Oregon State Highway Department Final Estimate and that billed Columbia Empire Constructors,Inc by Soule' Steel Company and apparently the answer does not lie within the handrail of the Garden Valley Overcrossing structure.

Contrary to the statement in your letter of August 15th that the difference in quantities listed by the Oregon State Highway Department and that billed by Soule' Steel was due to steel furnished and installed in the handrails for the (3) Structures , the Oregon State Highway Department Specifications read "Contrary to information given in Article 2.5.11 ,metal reinforcing in the rail of the AIRPORT ROAD and GARBAGE DUMP ROAD STRUCTURES will be measured and paid for at the unit price bid for Metal Reinforcement."

Obviously then the discrepancy in reinforcing steel quantities lies somewhere within the structures other than in the handrails of the Garden Valley Overcrossing .

According to our records the 328,248 lbs. of reinforcing steel for which you have required payment is comprised of the following:

Invoice Number	Weight in lbs.
1898	8549
2069	24210
2304	10955
2534	63408
2878	75441
3049	77437
3234	22000
3429	46248
Total	328248 lbs.

We do not however have in our files copies of the cut sheets listing the individual pieces of steel by length and diameter which are necessary to have in order to check the plans and the total weight as given by you and the Oregon State Highway Department and forwarding to the Oregon State Highway Department for final checking .

I also wish to bring to your attention the fact that all miscellaneous metal for the three structures was included in the Oregon State Highway Dept. final figure of 322,144.41 lbs as per the specifications ,which must be deducted when comparing with the 328,248 pounds billed . For your information the Oregon State Highway Department final figures are as follows:

Bridge No. 7666	76,544.17 lbs.
Bridge No. 7667	164,336.33 lbs.
Bridge No. 7711	81,263.91 lbs.
Total	322,144.41 lbs.

Would you please send us copies of all the cut sheets showing the lengths and diameters of all the steel bars placed in the three structures at Roseburg in order that the weights claimed by Soule' Steel may be checked to determine the discrepancy between the Oregon State Highway Department Final Quantity less miscellaneous metal and that billed Columbia Empire Constructors,Inc. by Soule' Steel and the Claim filed with the Secretary of State by Soule' Steel Co. settled accordingly.

Sincerely,

COLUMBIA EMPIRE CONSTRUCTORS,INC.

Thomas D Telford
Registered Professional Engineer
Oregon No. 1970

CC Mr. Boyes
U.S.Fidelity & Guaranty Co.

Oregon State Hwy Dept.

P.S.Lord Mechanical Contractors

File

RECEIVED
OCT 24 1955
FOR FILING

[illegible]
7541

October 21, 1955

U. S. Fidelity & Guaranty Co.
201 Portland Trust Building
Portland, Oregon

Attention: Mr. George C. Bottoms

Gentlemen:

Attached is a copy of a claim and an affidavit filed with the Secretary of State by Soule Steel Company against Columbia Empire Constructors, Inc. and P. S. Lord Mechanical Contractors for furnishing and installing reinforcing steel on our Contract No. 4241, consisting of three structures on the Deady-Shady Section of the Pacific Highway in Douglas County. The claim is in the amount of $11,805.53.

This information is furnished to you as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

cc Columbia Empire Constructors, Inc. and
P. S. Lord Mechanical Contractors
4507 S. E. Milwaukie Avenue
Portland 2, Oregon

Karl H. Doerre
201 Portland Trust Building
Portland 4, Oregon

[illegible] ON CARD
4

Lewis

RECEIVED
OCT 24 1955
FOR FILING

EF1-9.1(9)
4241

October 21, 1955

Honorable Earl T. Newbry
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

This is to acknowledge your letter of October 20 to which was attached three copies of a claim filed with your office by Soule Steel Company against Columbia Empire Constructors, Inc. and P. S. Lord Mechanical Contractors, a joint venture who were awarded our contract No. 4241. The claim is in the sum of $11,805.53, and bears your file No. 3527.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Oct. 20, 1955

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

4241

Dear Sir:

We have received and filed as of today a notice of claim by Soule' Steel Company in the sum of $11,205.53.

We are enclosing three copies of the claim for your information and files. Kindly acknowledgment receipt of same.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By Geo. C. Stephens
Clerk
Records Division

NF:M
Enc.

P. S. Our file No. 3527.

RECEIVED
OCT 21 1955
OREGON
STATE HIGHWAY COMMISSION

NOTE ON CARD

SAN FRANCISCO
LOS ANGELES
HOUSTON
SEATTLE

TELEPHONE
BEACON 3184

SOULÉ STEEL COMPANY

STEELINE PRODUCTS
2630 N. W. ST. HELENS ROAD
PORTLAND 10, OREGON

October 19, 1955

Secretary of State
State of Oregon
Salem, Oregon

Dear Sir:

Enclosed herewith are notice and affidavit covering claim we are making in connection with reinforcing steel furnished and installed for Columbia Empire Constructors, Inc. & P. S. Lord Mechanical Contractors, Inc., 4507 S. E. Milwaukie Avenue, Portland, Oregon, at the Deady-Shady Structures, Roseburg, Oregon, for the Oregon State Highway Commission.

Yours very truly,

SOULE' STEEL COMPANY

C. R. Reisner
District Office Manager

CRR:jd
Encl.

cc: Oregon State Highway Commission
w/encl.
United States Fidelity & Guaranty Co.
w/encl.
N. O. Millar
w/encl.

RECEIVED
OCT 20 1955
OREGON
STATE HIGHWAY COMMISSION

QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE. ALL SALES, CONTRACTS OR AGREEMENTS SUBJECT TO STRIKES, ACCIDENTS OR CAUSES BEYOND THE COMPANY'S CONTROL.

SAN FRANCISCO
LOS ANGELES
HOUSTON
SEATTLE

TELEPHONE
BEACON 5184

SOULÉ STEEL COMPANY
STEELINE PRODUCTS
2630 N. W. ST. HELENS ROAD
PORTLAND 10, OREGON

NOTICE

To: Secretary of State
State of Oregon
Salem, Oregon

Notice is hereby given that the undersigned, Soule' Steel Company, has a claim for the furnishing and installing of reinforcing steel to the Deady-Shady Structures at Roseburg, Oregon, in the sum of $11,805.53, against the bond taken from Columbia Empire Constructors, Inc. & P. S. Lord Mechanical Contractors, Inc., 4507 S. E. Milwaukie Avenue, Portland, Oregon, and United States Fidelity & Guaranty Company, for the Deady-Shady Structures, by the Oregon State Highway Commission.

SOULE' STEEL COMPANY

By C R Reisner
C. R. Reisner
District Office Manager

Dated at Portland, Oregon, this 19th day of October, 1955.

SAN FRANCISCO
LOS ANGELES
HOUSTON
SEATTLE

TELEPHONE
BEACON 8184

SOULÉ STEEL COMPANY
STEELINE PRODUCTS
2630 N. W. ST. HELENS ROAD
PORTLAND 10, OREGON

AFFIDAVIT

State of Oregon)
) ss
County of Multnomah)

I, C. R. Reisner, District Office Manager for Soule' Steel Company, do hereby depose and say:

That Soule' Steel Company furnished and installed reinforcing steel for Columbia Empire Constructors, Inc. & P. S. Lord, Mechanical Contractors, Inc., 4507 S. E. Milwaukie Avenue, Portland, Oregon, on the Deady-Shady Structures at Roseburg, Oregon, for the Oregon State Highway Commission, and that the balance due Soule' Steel Company for same, in the sum of $11,805.53, has not been received.

C R Reisner

Subscribed and sworn to before me this 19th day of October, 1955.

Frances Scholl
Notary Public for Oregon
My commission expires March 26, 1957.

QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE. ALL SALES, CONTRACTS OR AGREEMENTS SUBJECT TO STRIKES, ACCIDENTS OR CAUSES BEYOND THE COMPANY'S CONTROL

OREGON STATE HIGHWAY DEPARTMENT
(date)
September 23, 1955

(CONTRACT NO.) 4241
(EST. NO.) 11-Final
(CONTRACTOR) Columbia Empire Constructors, Inc. & P. S. Lord Mechanical Contractors
(VOUCHER NO.) 19000
(WARRANT NO.) R-132370
(AMOUNT) $ 10,146.86
(DATE) 9/23/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: May 31, 1955

Time Extensions: to Sept. 1, 1955 with penalty to be assessed after 7-15-55

Completion Date: July 22, 1955

Date Accepted: Aug. 11, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-27-55

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
~~H. B. Glaisyer~~
ass't Secretary

Warrant Mailed: SEP 27 1955
Ruth Rawlings

RECEIVED
SEP 14 1955
FOR FILING

PF1-78(19)
4-41

September 13, 1955

CERTIFIED MAIL

United States Fidelity & Guaranty Co.
George C. Bottoms, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Dear Sir:

State highway contract No. 4241 for work performed on the Deady-Shady Section of the Pacific Highway in Douglas County was completed by the contractor, Columbia Empire Constructures, Inc. and P.S. Lord Mechanical Contractors, on July 22, 1955, and was formally accepted by the Highway Commission on August 11, 1955.

Final payment in the amount of $10,146.86 will be released to the contractor on or after September 23, 1955. The total contract amount is $126,947.83, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

rn

NOTED ON CARD
9-13-55

RECEIVED
JUL 11 1955
FOR FILING

FI-78(17)
4241

July 11, 1955

Columbia Empire Constructors, Inc. and
P. S. Lord Mechanical Contractors
4507 S. E. Milwaukie Ave.
Portland 2, Oregon

Gentlemen:

The State Highway Commission at its meeting held on June 30 had under discussion your request for an extension of time from May 31 to September 1, 1955 within which to complete your contract No. 4241, for constructing three structures on the Wendy-Shady Section of the Pacific Highway in Douglas County.

The Highway Commission granted your request for extension of time to September 1, 1955 subject to the provision that an engineering penalty be assessed after July 15, 1955. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

H. H. McClure,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
JUN 27 1955
FOR FILING

4841

June 24, 1955

Request for extension of time
No. 3
June 30-July 1 meeting.

Oregon State Highway Commission

Gentlemen:

Re: Three Structures on Dendy-Shady Section
Contract No. 4841

Columbia Empire Constructors, Inc., & P. S. Lord Mechanical Contractors, contractor on the Garbage Dump Road, Airport Road, and Garden Valley Road grade separations on the Dendy-Shady Section of the Pacific Highway in Douglas County, has requested an extension of time from May 31, 1955, to September 1, 1955, in which to complete the contract.

All work on this contract is now complete with the exception of concrete finishing and placing the concrete block slope protection. The contractor has been delayed by adverse weather conditions so that it was impracticable to place and slope the backfill material at the bridge ends. In our opinion, there will be no inconvenience to the traveling public, nor any additional engineering expense, provided the work is completed by July 15, 1955.

It is recommended that this extension of time be granted subject to an engineering penalty after July 15, 1955. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

PMS:ds gm
cc P. M. Stephenson

file

RECEIVED
OCT 6 - 1954
FOR FILING

[illegible]
4241

October 5, 1954

Columbia Empire Constructors, Inc. &
P. S. Lord Mechanical Contractors
4507 S. E. Milwaukie Ave.
Portland 2, Oregon

Gentlemen:

We enclose herewith for your files two fully executed copies of contracts awarded to you by the State Highway Commission on August 9, 1954, as follows:

Contract No. 4241, for constructing three structures on the Deady-Shady Section of the Pacific Highway in Douglas County.

Contract No. 4246, for constructing two structures on Coast Fork Willamette River-Divide Unit of the Goshen-Divide Section of the Pacific Highway in Lane County.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
FOR FILING

[illegible]
11

August 11, 1954

Columbia Empire Constructors, Inc. &
P. [illegible] Lord Mechanical Contractors
4507 S. E. Milwaukie Avenue
Portland 2, Oregon

Gentlemen:

The State Highway Commission on August 9, 1954 awarded to you State Highway Contract No. 4241 for construction of three structures on Dendy-Shady Section of Pacific Highway in Douglas County. This award was based on your bid of $129,792 which was the low bid submitted to the Commission on that day for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

mm
cc: H. G. Smith
[illegible]. H. Probert
G. [illegible]. Paxson
[illegible]. G. [illegible]avage-IAC

12-3409 John Day Maintenance 1954
Building
4242

FORM [illegible] REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
NOV 23 1955
FOR FILING

November 21, 1955

Mr. Walt W. Young
Route 1, Box 116
Hermiston, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on November 3, had under discussion your request for an extension of time from June 1 to June 24, 1955 within which to complete your contract No. 4242, for constructing the John Day Maintenance Building in Grant County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: [illegible] F. Parson,
Division Engineer

Enrique Rodriques,
Resident Engineer

[illegible] M. Stephenson,
Bridge Engineer

RECEIVED
OCT 6 1955
FOR FILING

[illegible]

[illegible]

October 5, 1955

Request for extension of time
No. 4
November 3 and 4 meeting.

Oregon State Highway Commission

Gentlemen:

Re: John Day Maintenance Building
Contract No. [illegible]

Walt M. Young, contractor on the construction of the John Day Maintenance Building, has requested a second extension of time from June 1, 1955, to June 24, 1955, in which to complete the contract.

Inclement weather prevented the contractor from finishing the exterior painting before the expiration date of the first time extension. All work was completed on June 24, 1955.

It is recommended that this second extension be granted without penalty. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

PMS/dp

Attached

RECEIVED
NOV 14 1955
FOR FILING
12 3409
4242

ORGEON STATE HIGHWAY DEPARTMENT
(date)
August 22, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4242	5-Final	Walt M. Young	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
16639	R-130246	$ 638.08	8/22/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Nov. 30, 1954

Time Extensions: to June 24, 1955 without penalty

Completion Date: June 24, 1955

Date Accepted: Nov. 3, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-9-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: NOV 9 1955

Ruth Rawlings

NOTED ON CARD
jl

RECEIVED
JUL 19 1955
FOR FILING

2 3471
4-1

July 18, 1955

CERTIFIED MAIL

Fireman's Fund Indemnity Co.
401 California St.
San Francisco 20, California

Gentlemen:

State Highway Contract No. 4242 for constructing the John Day Maintenance Building in Grant County was completed by the contractor, Walt W. Young, on June 24, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $638.88 will be released to the contractor after acceptance by the Commission. The total contract amount is $5,931.00, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. J. R. Buchanan
Hermiston, Oregon

NOTED ON CARD
gl

RECEIVED
MAR 9 1955
FOR FILING

12-3409
4-12

COMMISSIONERS
[illegible]
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 8, 1955

Mr. Walt W. Young
Route 1, Box 116
Hermiston, Oregon

Dear Sir:

The State Highway Commission at its meeting held on March 2 had under discussion your request for an extension of time, from November 30, 1954 to June 1, 1955, within which to complete your contract No. 4242, covering construction of maintenance building at John Day in Grant County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. F. Parson,
Division Engineer

Enrique Rodriques,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
FEB 3 1955
FOR FILING

12-3409

[illegible]

February 2, 1955

Oregon State Highway Commission

Request for extension of time
No. 3
March 2 and 3 meeting.

Gentlemen:

Re: John Day Maintenance Building
Contract No. 4242

Walt A. Young, contractor on the John Day Maintenance Building, has requested an extension of time from November 30, 1954, to June 1, 1955, in which to complete the contract.

This building is complete except for the finishing of exterior painting. This cannot be done until the arrival of suitable weather in the spring. The building has been occupied by State forces for some time.

As there is no inconvenience to the State by this extension, it is recommended that the extension be granted without penalty. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

PMS/de
Attached

RECEIVED
OCT 4 - 1954
FOR FILING

September 30, 1954

Mr. Walt K. Young, Contractor
Route 1, Box 116
Hermiston
Oregon

Dear Sir:

We enclose herewith a fully executed copy of Contract No. 4242, which was awarded to you August 9, 1954 by the State Highway Commission, covering construction of the John Day Maintenance Building in Grant County. This copy is for your files.

A copy of this contract is also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

RECEIVED
AUG [illegible]
FOR FILING

August 11, 1954

Mr. Walt M. Young
Route 1, Box 110
Hermiston, Oregon

Dear Mr. Young:

The State Highway Commission on August 9, 1954 awarded to you State Highway Contract No. 4242 for construction of John Day Maintenance Building in Grant County. This award was based on your bid of $5,955 which was the low bid submitted to the Commission on that day for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

mm
cc: H. G. Smith
[illegible] H. Probert
G. S. Paxson
[illegible] C. Savage-SIAC

RECEIVED
FOR FILING

FORM E-30 25M 9-51 52315

12 - 3409

4/2 42

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 2, 1954

SUBJECT: State Police office at John Day Maintenance Headquarters

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Dear Sir:

I received a phone call from A. F. Parson relative to the John Day Maintenance Headquarters. He advised that the State Police informed him that they wished a Sergeant's office in John Day and would like to have a separate office provided for him. Mr. Parson called by phone thinking that in considering this problem, we might wish to change our plans for the additional storage building proposed for construction this year.

I called Captain Bown in the State Police office and he confirmed this report saying that they would greatly appreciate a separate office for their use in John Day.

The change in plans that suggests itself immediately is, that the storage bay adjacent to our present offices and constructed at the same time the offices were constructed, be converted into office space, and that this bay be replaced by adding an additional bay to our proposed new building.

Mr. Parson and Mr. Coffey are making some further investigation and it is suggested that the preparation of plans for a new building at John Day be held up temporarily until they have had time to complete their investigation and make a recommendation.

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD:db
cc-

cc Parson.

RECEIVED
FEB 2 1954
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
W. W. STIFFLER

RECEIVED
FEB 2 - 1954
FOR FILING

Maint

Bldgs + Sites

Salem, Oregon
February 1, 1954

Mr. G. S. Paxson

Enclosed is one print showing the suggested location and grade for the construction of an auxiliary equipment storage building at the John Day maintenance headquarters. The approved building betterment budget for 1954 includes an item of $7,000 to cover the estimated expense.

We also have an additional $2,000 available for the purpose of installing uplift doors on the old equipment storage building, which work could be deferred and the funds utilized for the auxiliary building in the event that your estimate or the low bid received requires that amount to finance the project, which is hereby approved. Also attached is a copy of Mr. De France's report on the subject to me.

W. W. Stiffler

WWS:er

cc Mr. I. A. De France
Mr. C. H. Maison

FORM E-30 25M 9-51 82318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 28, 1954

SUBJECT: Recommended construction of additional storage bays at John Day Maintenance Station

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Dear Sir:

Mr. Coffey and Mr. Parson recommended the construction of additional storage bays to relieve congestion at John Day Maintenance Station. An item of $7,000 was included in the 1954 Maintenance Station Improvement Budget to cover.

We attach a sketch map showing the location recommended (10 feet from the East property line and 15 feet north of the south line) for a standard masonry block building 42'x34' with uplift doors, concrete aprons, a gravel floor, a flue, and wired for lights. There will be no plumbing. We should have our electrical crew hook up to our present wiring inasmuch as some adjustment may be required in our present wiring or switch box. The final floor elevation should be 92.5 inasmuch as this conforms to a proposed plan to level up the lower yard to an elevation of 92.0 with approximately 6% slope to the upper yard at both ends of the existing maintenance station building.

We estimate the small amount of grading involved and the gravel fill will cost $1100 including reject material leveling course. Oiling could be postponed to 1955 to permit settlement of new fill etc.

The budget includes $7,000 for the new shed and $2,000 for new uplift doors which we are holding up to provide funds to cover any overrun in building cost and the grading and surfacing.

If this plan meets your approval, please forward a copy to Mr. Paxson so that he can prepare plans.

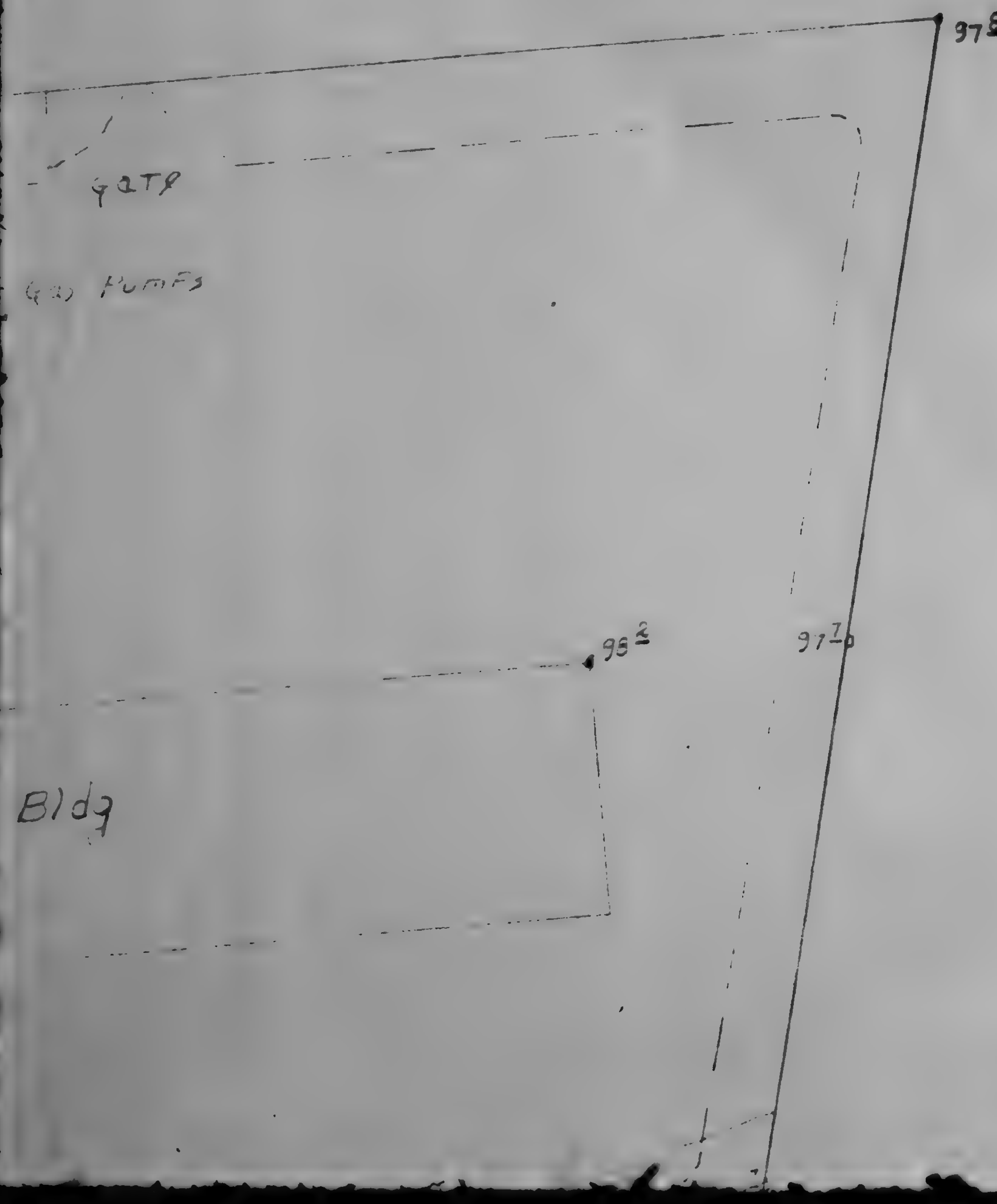
Very truly yours,

IADeFrance

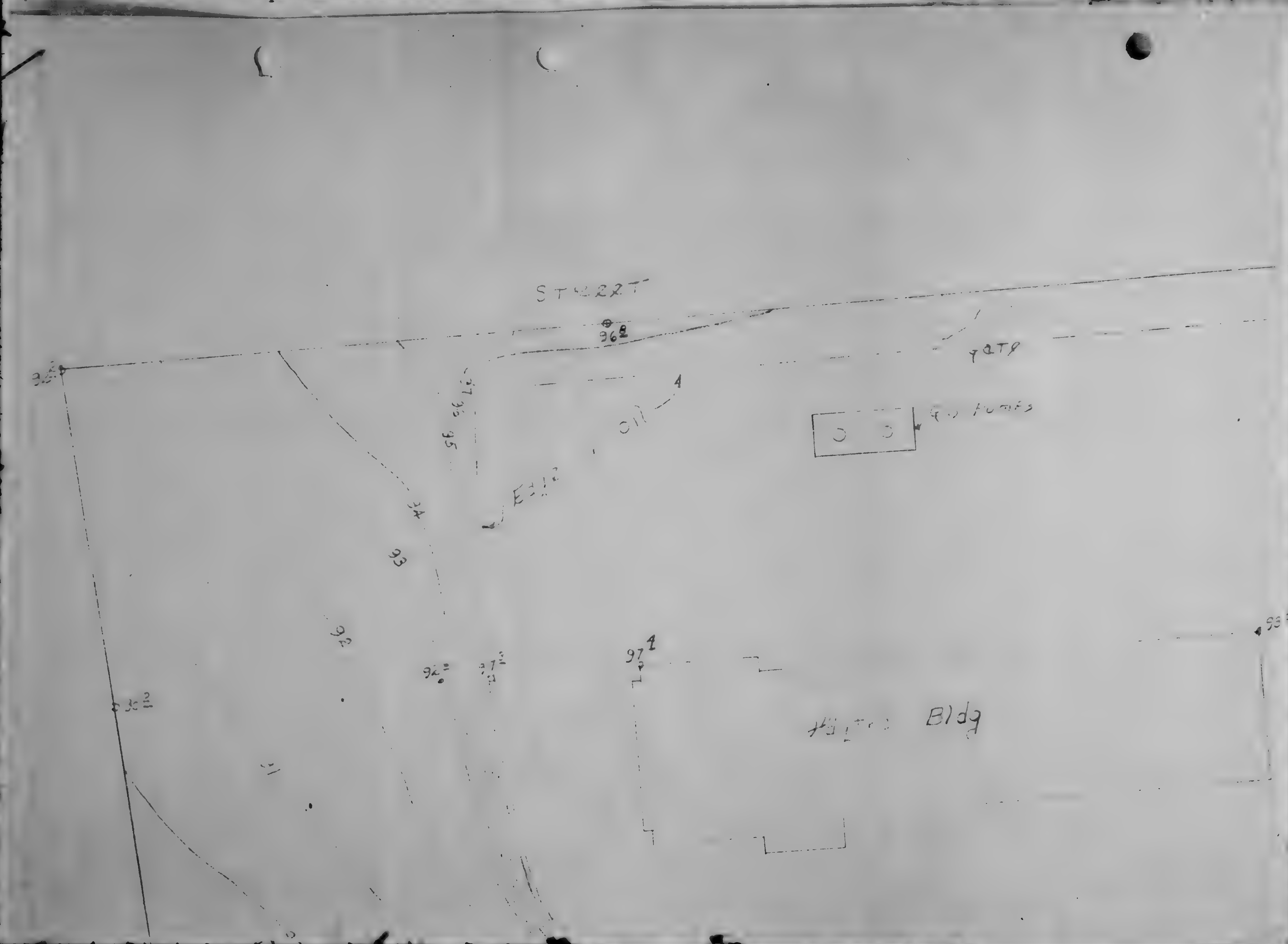
I. A. DeFrance
Assistant Maintenance Engineer

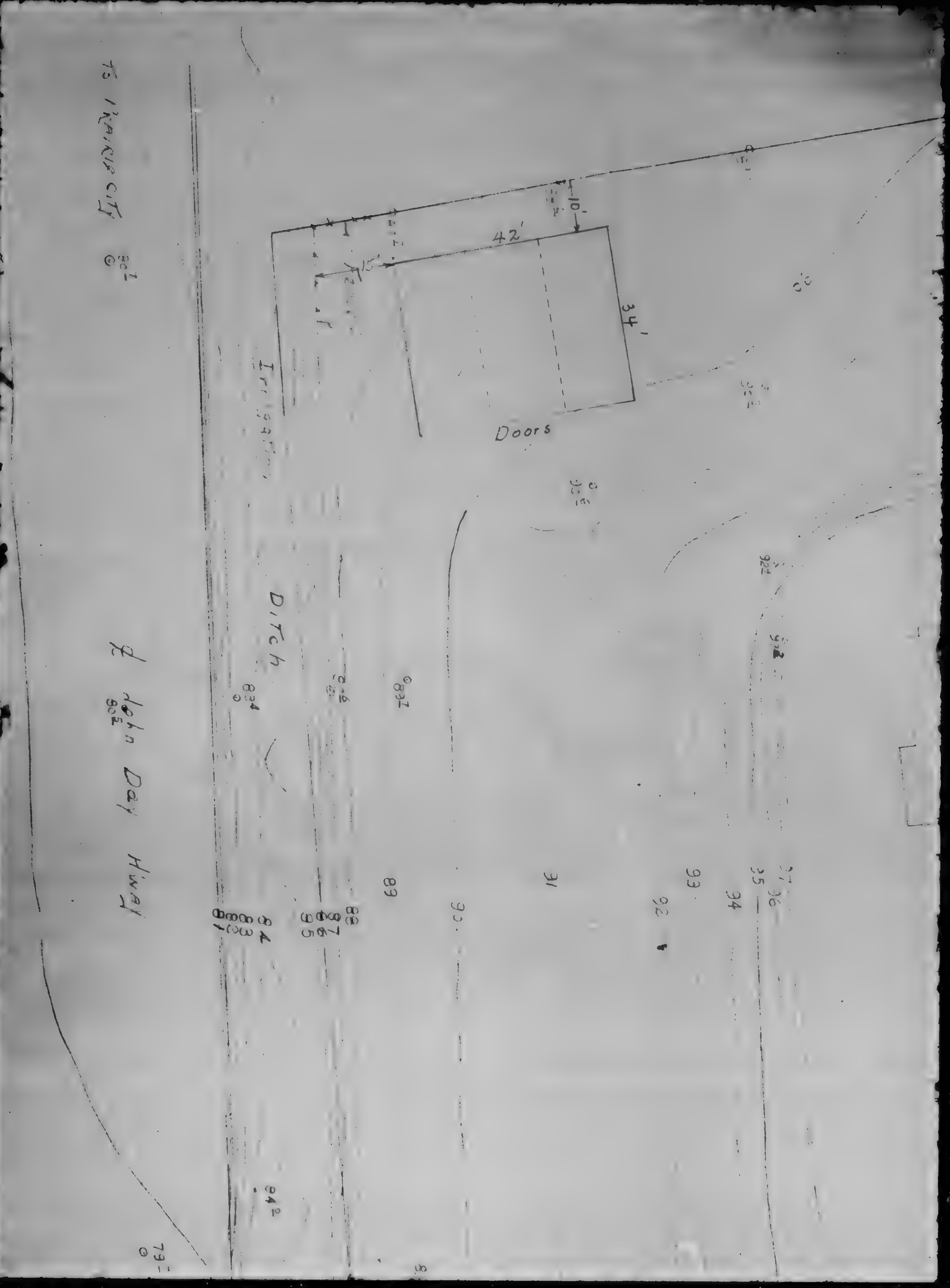
IAD:db
cc-

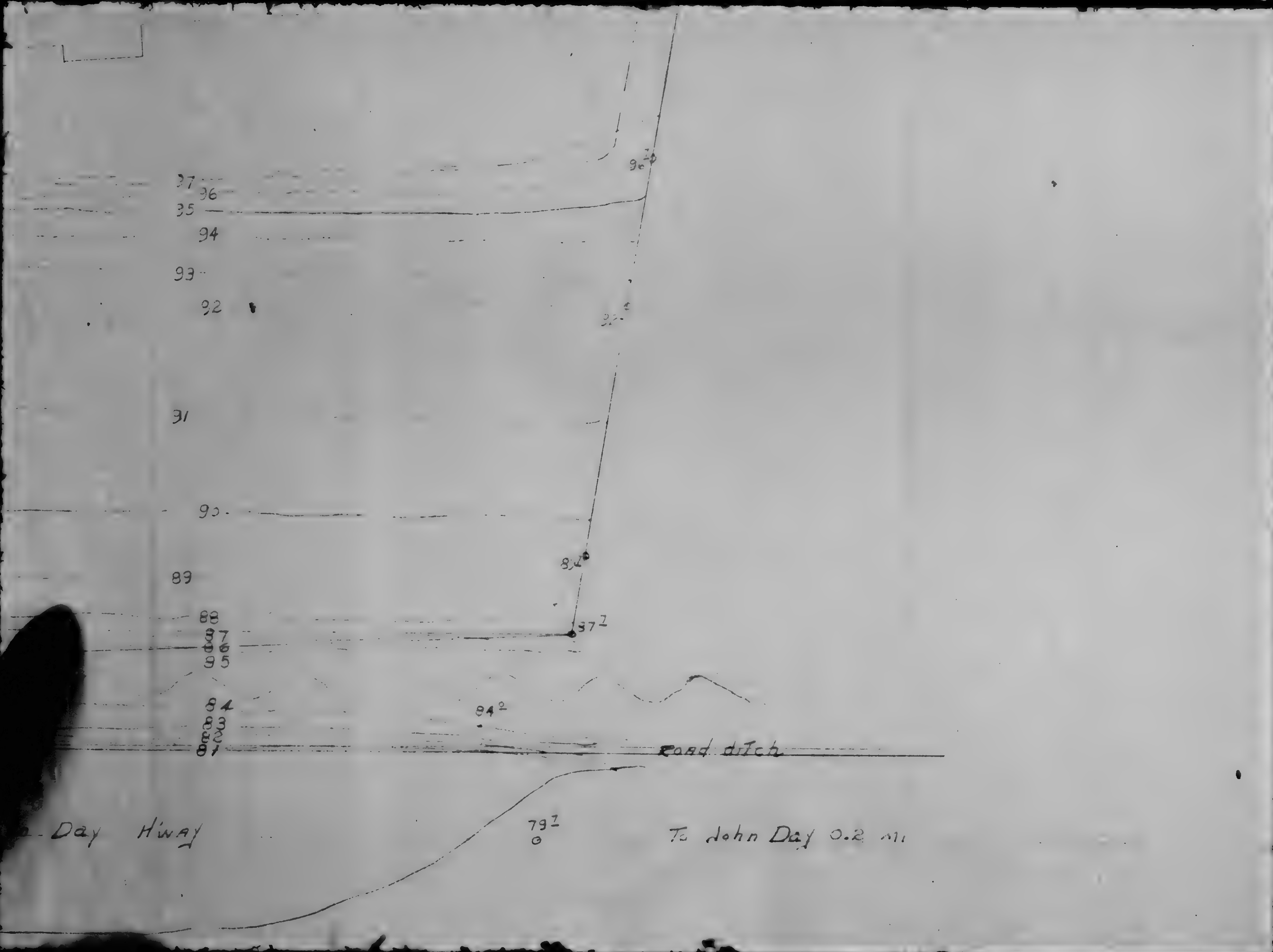
NOTED
W. W. STIFFLER



JOHN DAY MAINTENANCE SITE
Scale 1" = 20'


STREET
96
95
94
93
92
97
Oil
4
Gas Pumps
Bldg


To PRAIRIE CITY
℄ John Day Hiway
Irrigation
Ditch
Doors
42'
34'
10'
89
91
93
94
95
96
92
90
88
87
86
85
84
83
84²
79⁻


97
96
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88
87
86
85
84
83
82
81
96^{2}
87^{2}
84^{2}
79^{2}
Road ditch
Day Hiway
To John Day 0.2 mi

15-1039 Rock Point-Seven Oaks Fencing 1954
Project on the Pacific Hwy.

4243

RECEIVED
MAR 9 1955
FOR FILING

15-1639

4243

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 7, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
~~4243~~	6-Final	Harold N. Salter	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
4268	R-117312C	$ 516.30	3/4/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: **Nov. 30, 1954**

Time Extensions: **to Jan. 31, 1955 without penalty**

Completion Date: **Jan. 24, 1955**

Date Accepted: **March 2, 1955**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **3-7-55**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: MAR 7 1955
Ruth Rawlings

NOTED ON CARD

RECEIVED
FEB 21 1955
FOR FILING

15-1137
4-4

February 23, 1955

REGISTER MAIL

Mr. George C. Bottoms, Mgr.
United States Fidelity & Guaranty Co.
201 Portland Trust Bldg
Portland 4, Oregon

Dear Sir:

State highway contract No. 4243 for work performed on the Rock Point-Seven Oaks Section of the Pacific Highway in Jackson County was completed by the contractor, Harold W. Salter, on January 24, 1955, but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $546.85 will be released to the contractor after acceptance by the Commission. The total contract amount is $18,228.40, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

NOTED ON CARD

9

RECEIVED
FEB 3 1955
FOR FILING

15-1129
4 1

February 3, 1955

REGISTERED MAIL

United States Fidelity & Guaranty Co.
George C. Bottoms, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to Harold W. Salter on contract No. 4243, for fencing on the Rock Point-Seven Oaks Section of the Pacific Highway in Jackson County.

This payment in the amount of $1,512.47 will be released to the contractor on or after February 14, 1955. The retained percentage is $546.85.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

9

Form E-1—100M

15-1039

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 29 Jan 55, 19

Section Rock Point - Seven Oaks
Highway Pacific
Contractor Harold W Salter
Date of contract 9 Aug 54, 19
Date work started 5 Oct 54, 19
Amount of contract $ 21,493.30

Kind of work fencing
Section prefix 15-1039
Contract number 4243
Date of completion 30 Nov 54, 19
Estimated date of completion XXXXXXXXX, 19
Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 19,090
Per cent of contract completed, based on total contract price 100 %
Engineering cost to date $ 1528.00, 100 %
Date project was completed 24 Jan 55, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work was completed on this project Monday.

NOTED
H. G. SMITH

NOTED
OSCAR CUTLER

NOTED
B. A. MARTIN

RECEIVED
JAN 31 1955
CONSTRUCTION ENGINEER

Signed MB Merrill, Resident Engineer
Address Medford

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

fencing

	XXXXXXX	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities	3770 rod				
Estimated quantities moved or placed to date	3770				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	2				

Percentages of men employed on contract to be secured from: .... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ....pickup trk 1, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

State Printing

9

RECEIVED
DEC 17 1954
FOR FILING

15-1039

December 16, 1954

Mr. Harold [illegible] Salter
Box 145
Rogue River, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on December 7, had under discussion your request for an extension of time from November 30, 1954 to January 31, 1955 within which to complete your contract No. 4843 for fencing on the Rock Point-Seven Oaks Section of the Pacific Highway in Jackson County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

[illegible]. B. Merrill,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
DEC 1 - 1954
FOR FILING

15-1081

December 1, 1954

Oregon State Highway Commission

Request for extension of time
No. 27
December 7 and 8 Meeting

Gentlemen:

Herewith is a request from Harold W. Salter for an extension of time on the Rock Point-Seven Oaks Fencing Contract, No. 4243, from November 30, 1954 to January 31, 1955.

Difficulty in securing fencing materials and the fact that much more rock was encountered than anticipated in the areas where the fence posts were to be driven have necessarily delayed the contractor to this extent, and I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

HGS: fp

RECEIVED
OCT 4 - 1954
FOR FILING

[illegible]
[illegible]

September 30, 1954

Mr. Harold W. Salter
Box 145
Rogue River
Oregon

Dear Sir:

We enclose herewith a fully executed copy of Contract No. 4243, which was awarded to you August 9, 1954 by the State Highway Commission, covering fencing on the Rock Point-Seven Oaks Section of the Pacific Highway in Jackson County. This copy is for your files.

A copy of this contract is also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

RECEIVED
FOR FILING

[illegible]
[illegible]

August 11, 1954

Harold W. Salter
Box 145
Rogue River, Oregon

Dear Sir:

The State Highway Commission on August 9, 1954 awarded to you State Highway Contract No. 4243 for Rock Point-Seven Oaks Fencing Project on the Pacific Highway near Gold Hill in Jackson County. This award was based on your bid of $19,105.60 which was the low bid submitted to the Commission on that day for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

mm
cc: H. G. Smith
[illegible]. H. Probert
R. G. Savage-SIAC

18-3419 Trailer Shelter at Odell 1954
Lake on Willamette Hwy.
4244

RECEIVED
FOR FILING

18-34-1
4244

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 31, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4244	4-Final	C. P. Patterson

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
1458	R-114305	$ 5,996.69	1/31/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

Specified Completion Date: July 31, 1955

Time Extensions: None

Completion Date: Nov. 30, 1954

Date Accepted: Jan. 18, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-1-55

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: Ruth Rawlings

RECEIVED
JAN 24 1955
FOR FILING

18-3419
4244

January 21, 1955

REGISTERED MAIL

US Fidelity & Guaranty Company
201 Portland Trust Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract No. 4244 for work performed on the Odell Lake Maintenance Station in Klamath County was completed November 30, 1954, and was formally accepted by the Highway Commission on January 18, 1955.

Final payment in the amount of $5,996.69 will be released to the contractor on or after January 31, 1955. The total contract amount is $14,449.85, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisifed, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

Notd rec'd
dc

RECEIVED
OCT 4 - 1954
FOR FILING

18-3411
4244

September 30, 1954

Mr. C. P. Patterson, Contractor
628 Glacier Avenue
Redmond
Oregon

Dear Sir:

We enclose herewith a fully executed copy of Contract No. 4244, which was awarded to you August 9, 1954 by the State Highway Commission, covering construction of the trailer shelter at Odell Lake Maintenance Station in Klamath County. This copy is for your files.

A copy of this contract is also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

RECEIVED
AUG [illegible]
FOR FILING

18 - 3[illegible]
4244

August 11, 1954

C. F. Patterson
P. O. Box 6
Redmond, Oregon

Dear Sir:

The State Highway Commission on August 9, 1954 awarded to you State Highway Contract No. 4244 for construction of Trailer Shelter at Odell Lake on Willamette Highway in Klamath County. This award was based on your bid of $14,499.85 which was the low bid submitted to the Commission on that day for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

R. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

mm
cc: H. G. Smith
[illegible] H. Probert
G. [illegible] Paxson
R. G. Savage-SIAC

RECEIVED
FOR FILING
18-3419
4244

Salem, Oregon
June 29, 1954

MEMORANDUM TO: W. W. Stiffler

Herewith a later map of Odell Lake Maintenance Station made up by Mr. Chandler last year that shows proposed location of trailer shelter accurately. The map sent along with my letter of June 22 was an older map.

I. A. DeFrance
Assistant Maintenance Engineer

IAD:db
Enclosure
cc-

NOTED
W. W. STIFFLER

RECEIVED
FOR FILING

2 Maint
Bldgs & Sites

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 22, 1954

SUBJECT: Odell Lake Trailer Shelter

To Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Dear Sir:

There is an item in the 1954 Maintenance Station Improvement Budget carried forward from 1953 which provides for the construction of a trailer shelter at Odell Lake. The location of this trailer shelter was planned last year and the location and building itself approved by the Forest Service. The excavation and leveling of the trailer shelter location is being completed at the present time.

It is proposed to construct six standard trailer shelter bays, 22 feet wide with one section 14 feet wide for a laundry room - making a total of 146'x34'. The estimated cost is $2.00 per sq. ft. for 4964 sq. ft. - $9,928. The laundry room is estimated at $5,000 and adding 12½ per cent for engineering gives a total of $16,794. Seventeen thousand dollars was set up in the 1954 budget for this project.

We have been carrying a crew of 20 to 24 men at Odell Lake and have two houses, a small cottage and a dormitory to provide housing. Several families with trailers have attempted to spend the winter but the load of snow has been a tremendous problem. A larger number of our workmen are obtaining trailer houses each year and we are convinced that the proposed trailer shelter for Odell Lake will be popular and add much to the successful operation of this station.

We recommend that plans be prepared in accordance with the attached sketch and bids called at the next meeting of the Highway Commission.

W W Stiffler
Assistant State Highway Engineer

Very truly yours,

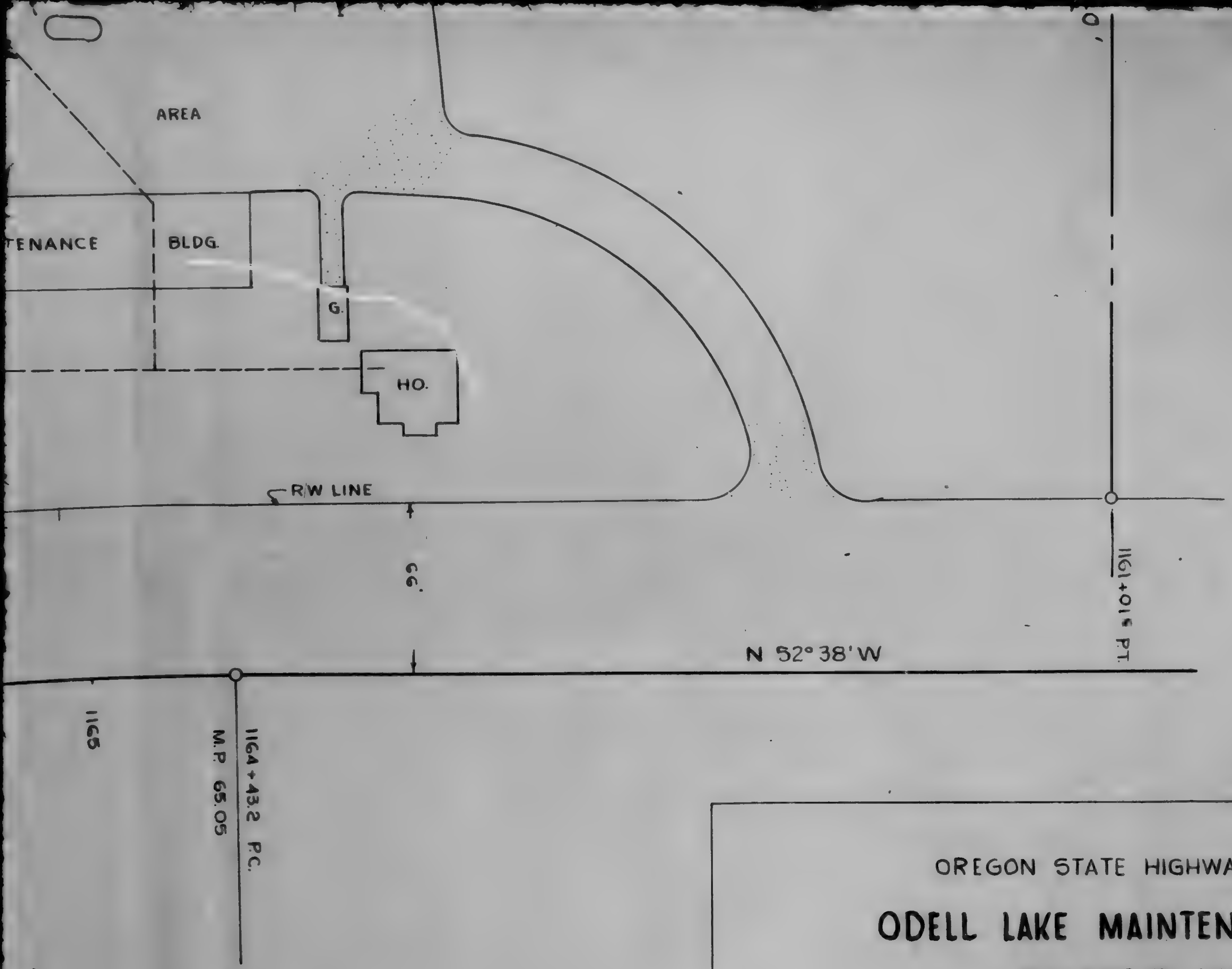
I. A. DeFrance
Assistant Maintenance Engineer

RECEIVED
JUN 2 1954

IAD:db
Enclosure
cc-

file

NOTED
W. W. STIFFLER

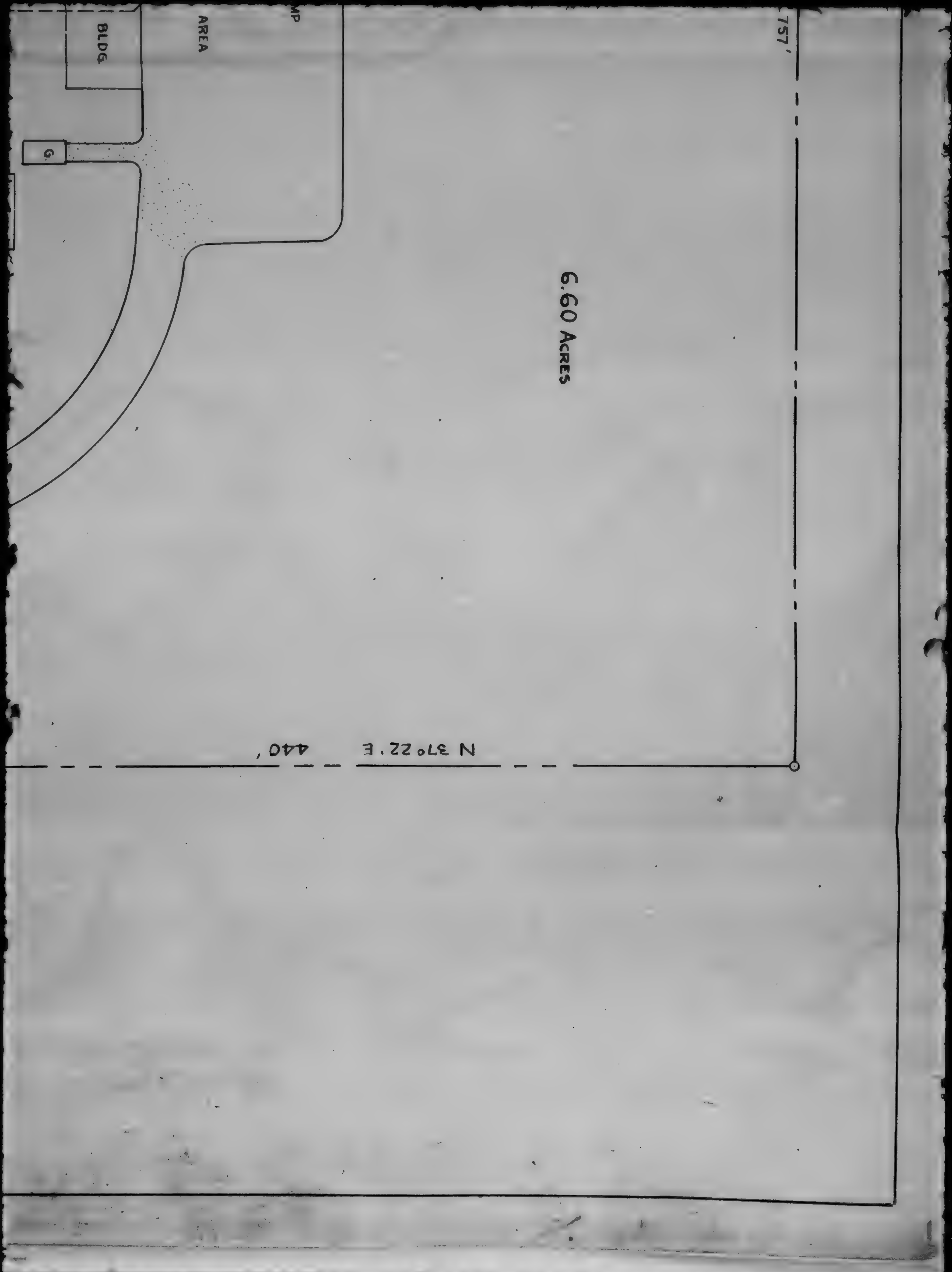


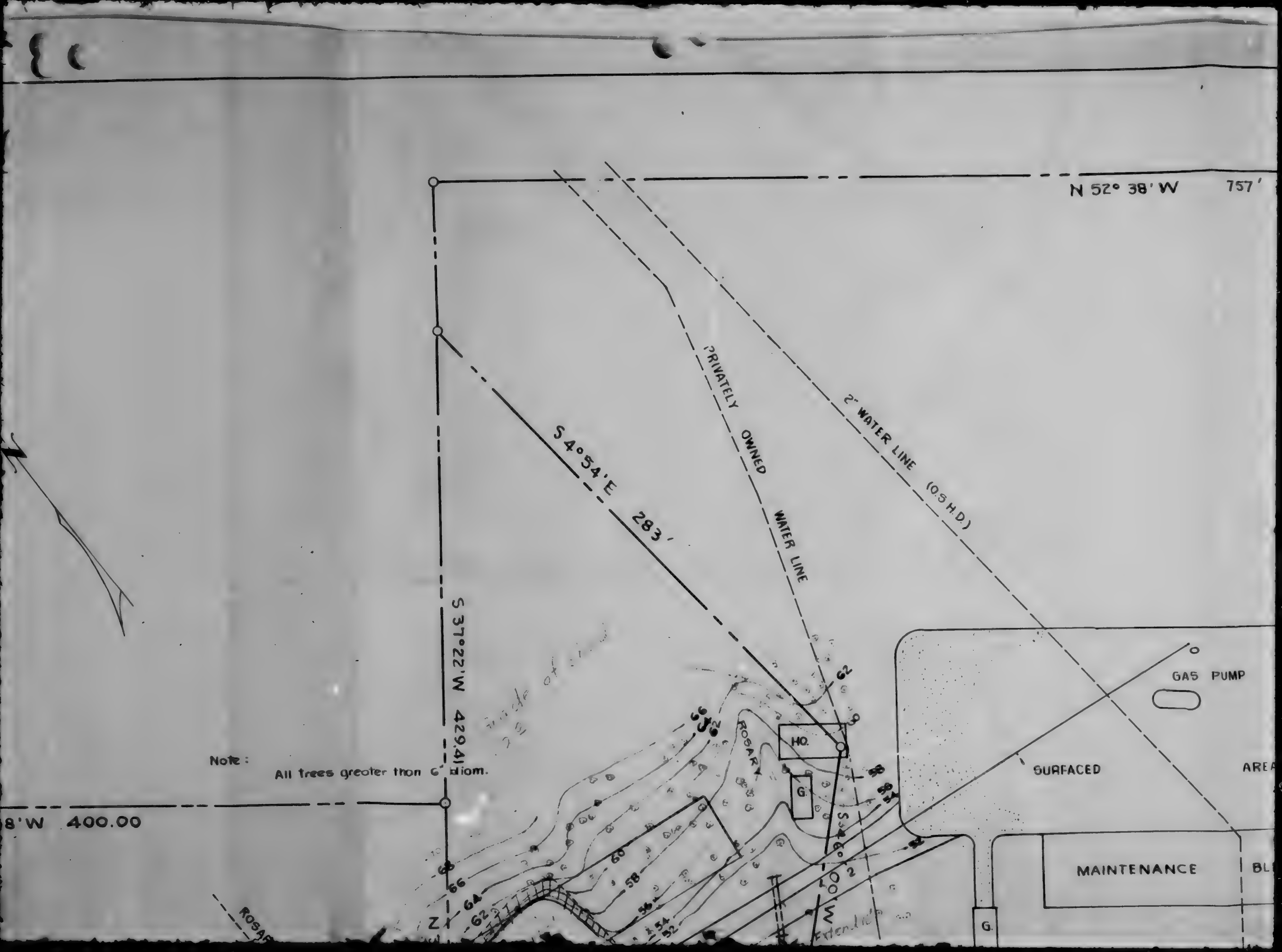
OREGON STATE HIGHWAY DEPARTMENT

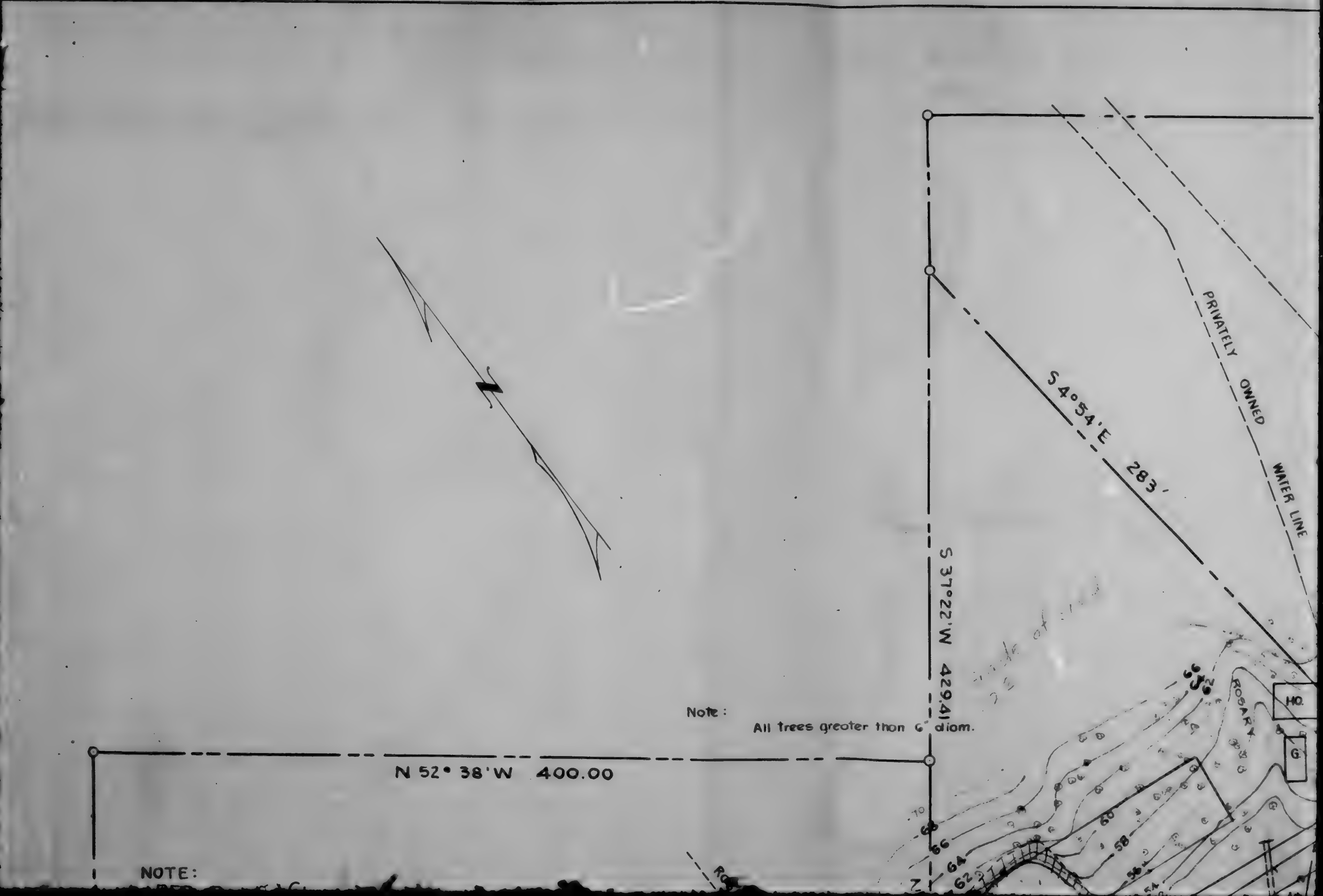
ODELL LAKE MAINTENANCE STATION

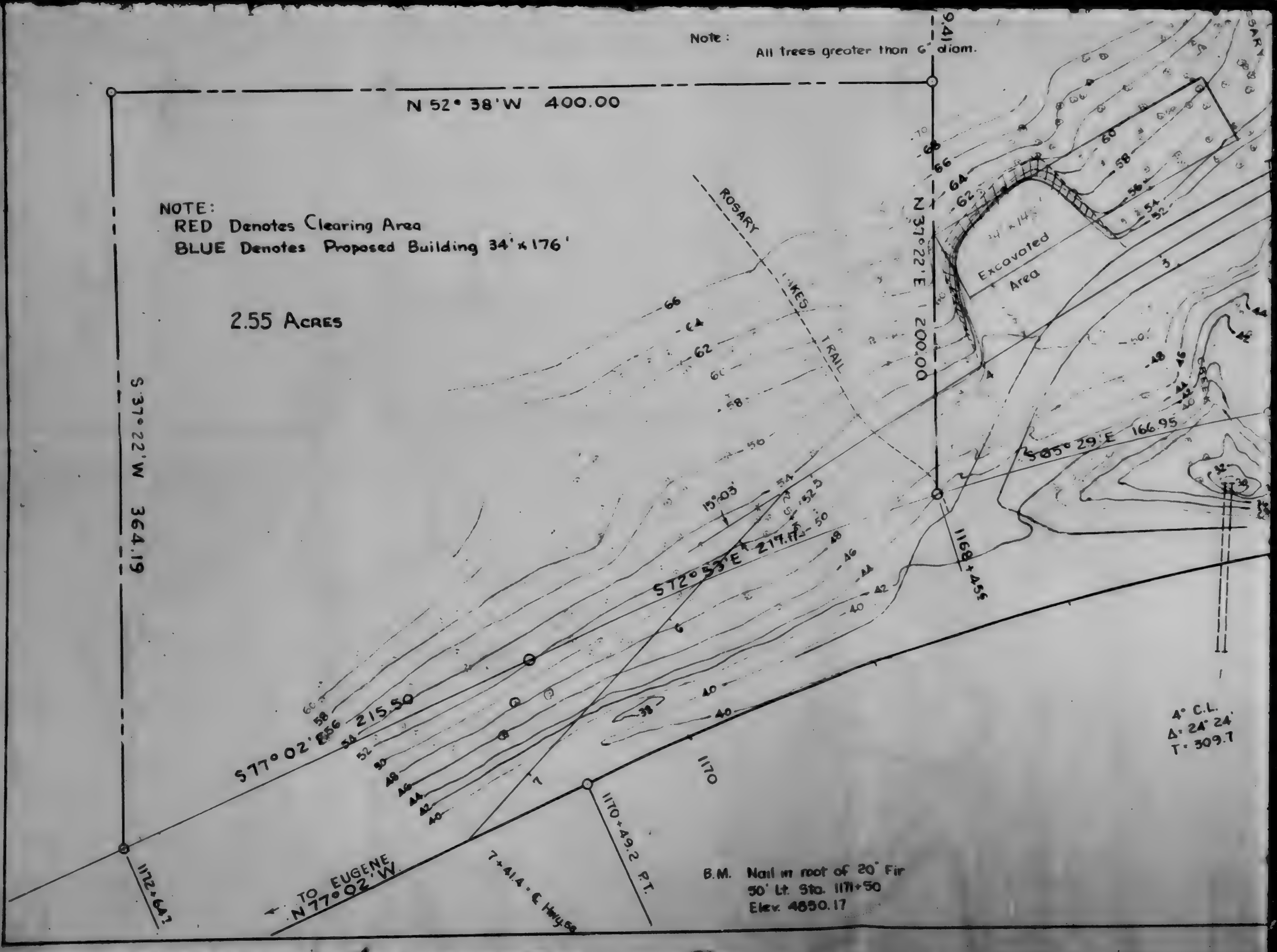
WILLAMETTE HIGHWAY
KLAMATH COUNTY
July 1953

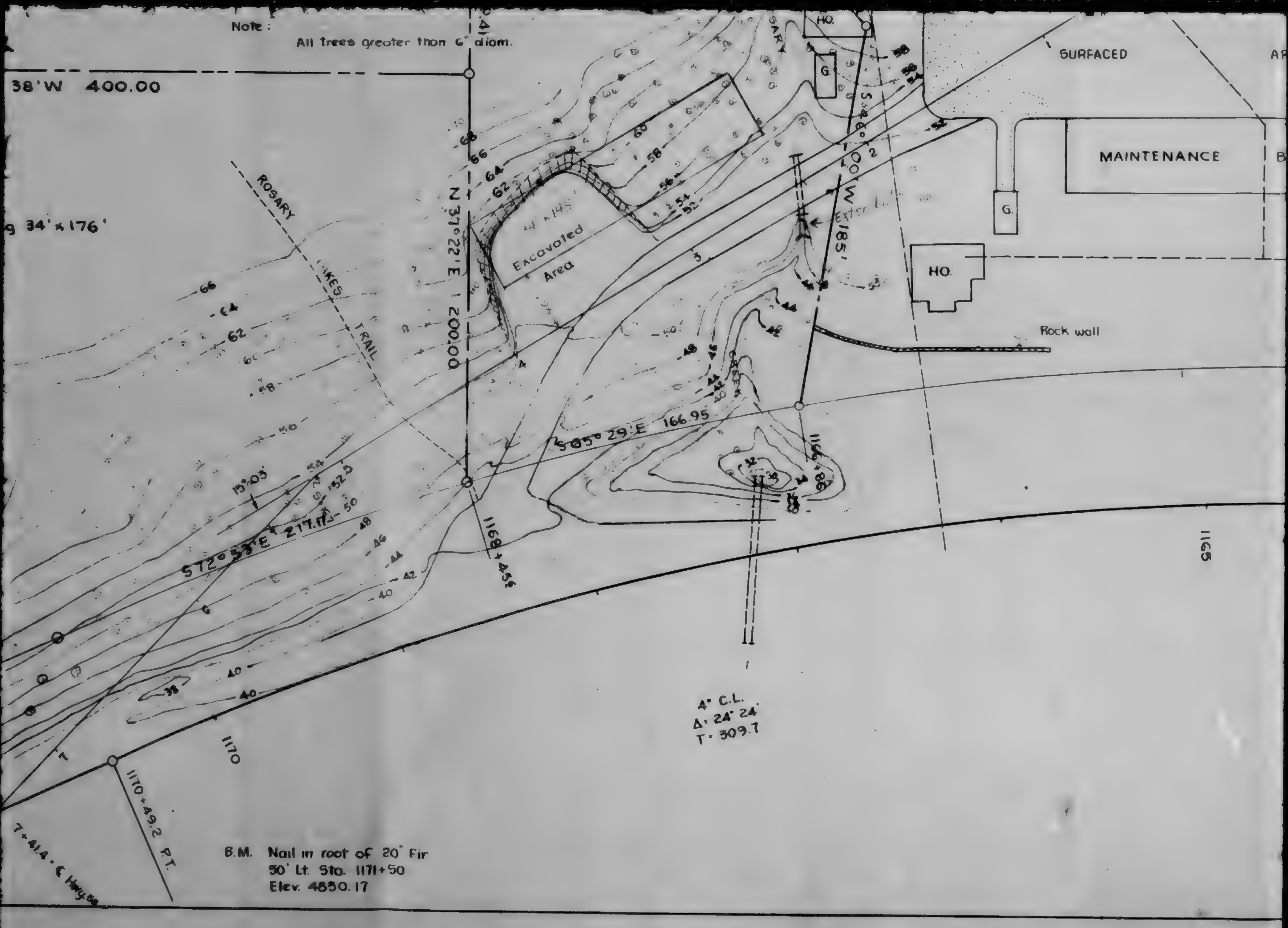
SCALE 1"=50'


BLDG
AREA
MP
G.
757'
6.60 Acres
N 37°22' E
440'


N 52° 38' W 757'
S 4°54'E 283'
PRIVATELY OWNED WATER LINE
2" WATER LINE (O.S.H.D.)
S 37°22'W 429.41
Note: All trees greater than 6" diam.
8'W 400.00
GAS PUMP
SURFACED AREA
MAINTENANCE
BL
HO.
G.
G.
ROSARY
ROSAR
Z
62
66
64
60
58
56
54
52
68


S 4°54'E 283'
PRIVATELY OWNED WATER LINE
S 37°22'W 429.41
N 52° 38'W 400.00
Note:
All trees greater than 6" diam.
ROSARY
HO.
G
70
68
66
64
62
60
58
56
54
NOTE:


Note :
All trees greater than 6" diam.
N 52° 38'W 400.00
NOTE:
RED Denotes Clearing Area
BLUE Denotes Proposed Building 34' x 176'
2.55 Acres
S 37° 22'W 364.19
ROSARY LAKES TRAIL
N 37° 22'E 200.00
9.41
Excavated Area
34' x 14
S 85° 29'E 166.95
CREEK
15°03'
S 72° 53'E 217.17
S 77° 02'E 215.50
1168+45.5
1170
1170+49.2 P.T.
7+41.4 = ℄ Hwy 58
1172+64.7
TO EUGENE
N 77° 02'W
B.M. Nail in root of 20" Fir
50' Lt. Sta. 1171+50
Elev. 4850.17
4° C.L.
Δ: 24° 24'
T: 309.7
70
68
66
64
62
60
58
56
54
52.5
52
50
48
46
44
42
40
38
32



Note :
All trees greater than 6" diam.
38'W 400.00
g 34' x 176'
ROSARY
KES
TRAIL
N 37°22'E 200.00
Excavated
Area
24' x 145'
SURFACED
AR
MAINTENANCE
B
G.
G.
HO.
HO.
SAR
S 46° 00' W 185'
Exten
Rock wall
S 85° 29' E 166.95
S 72° 53' E 217.11
15°03'
1168+45.5
1166+86
1170+49.2 P.T.
1170
1165
7+41.4 = ℄ Hwy.
4° C.L.
Δ = 24° 24'
T = 309.7
B.M. Nail in root of 20" Fir
50' Lt. Sta. 1171+50
Elev. 4850.17
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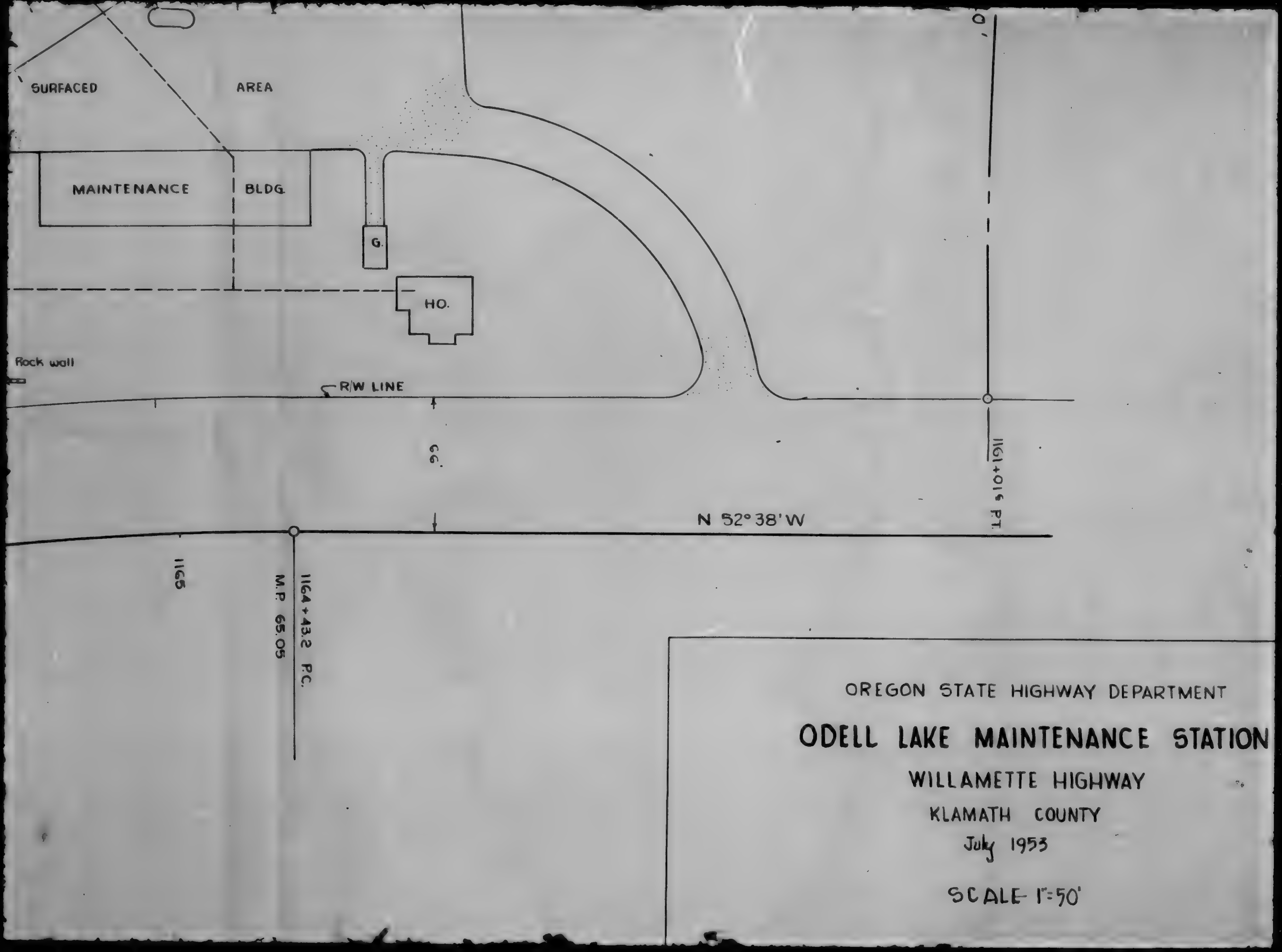
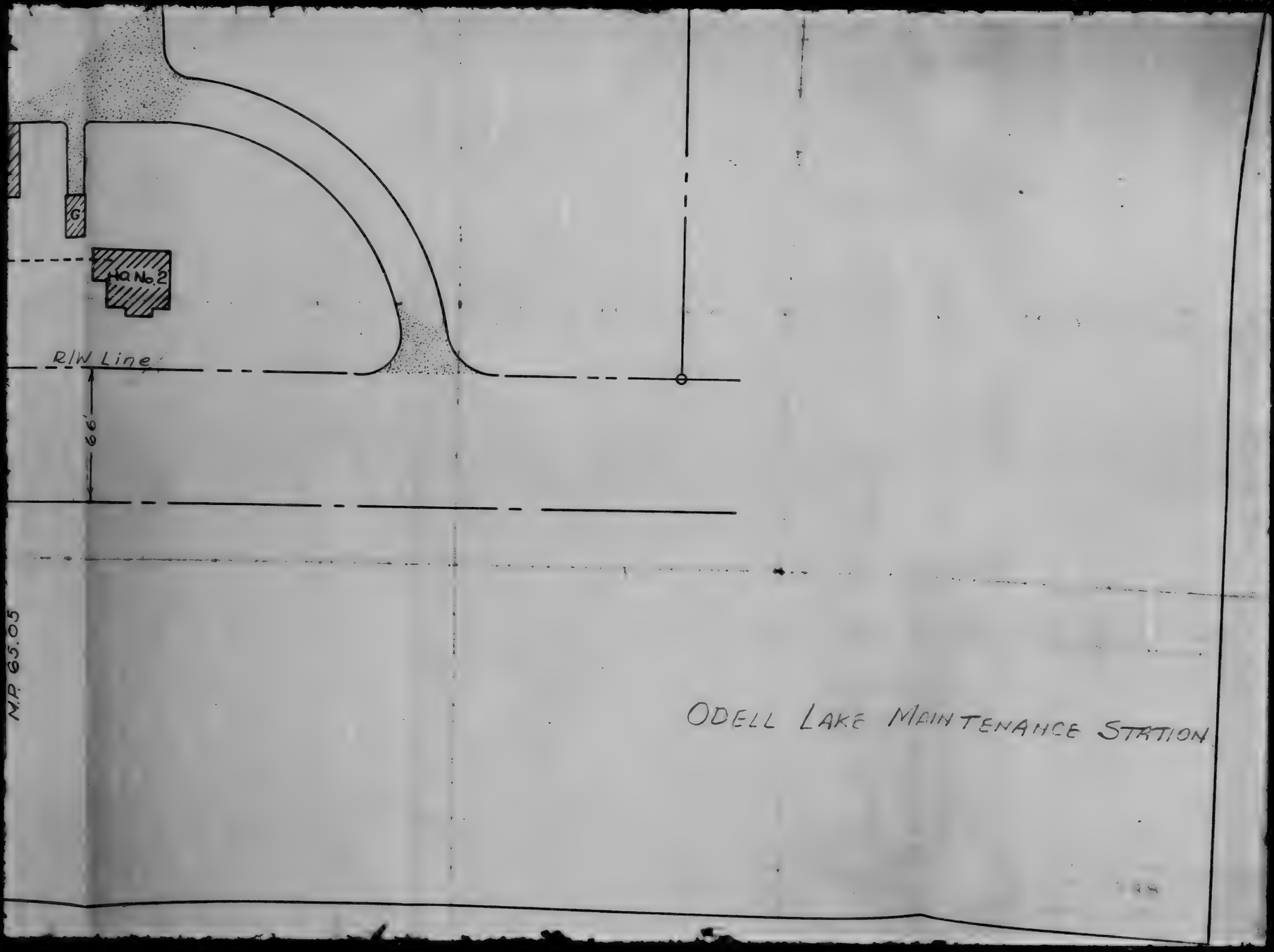


OREGON STATE HIGHWAY DEPARTMENT

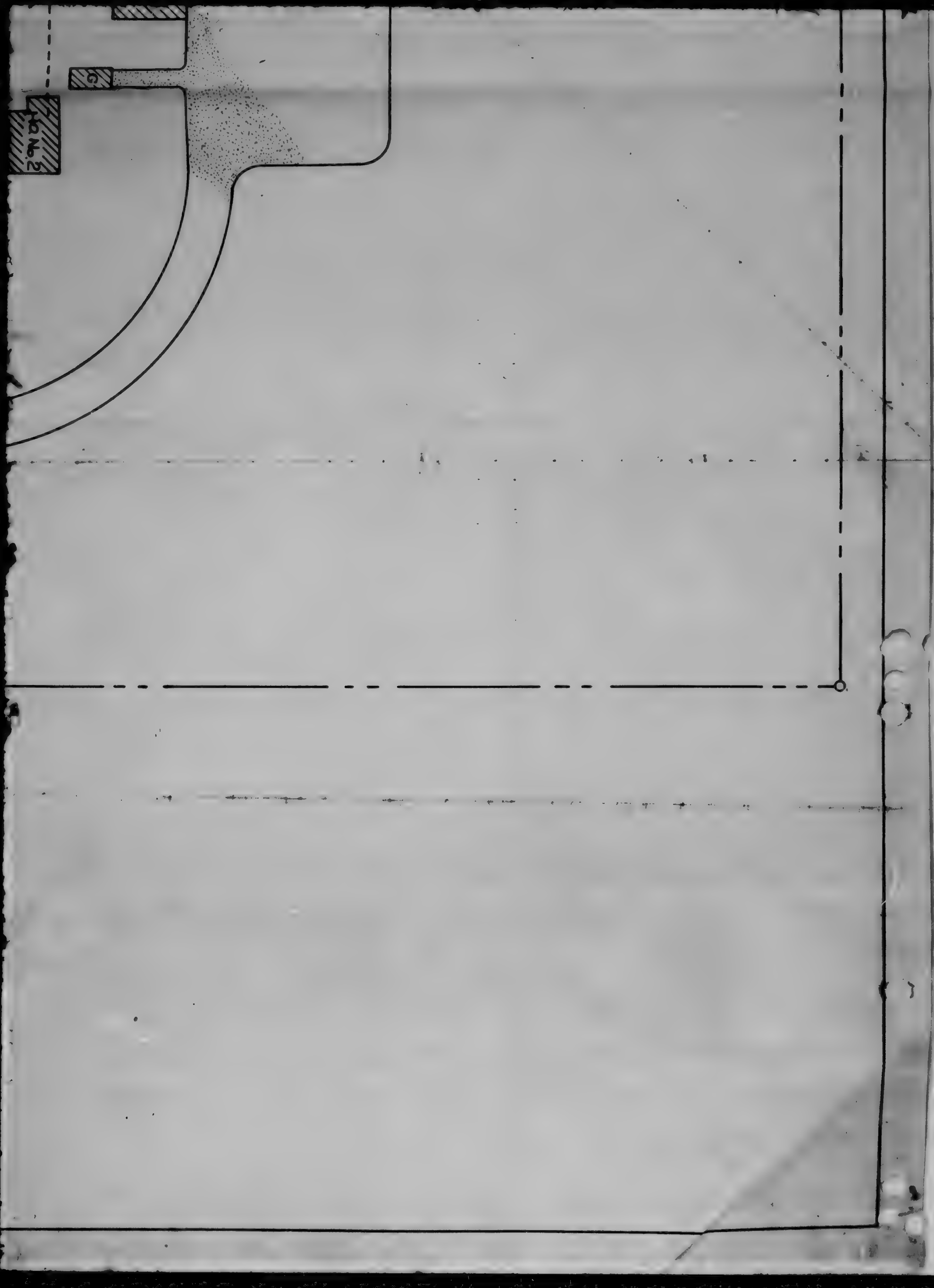
ODELL LAKE MAINTENANCE STATION

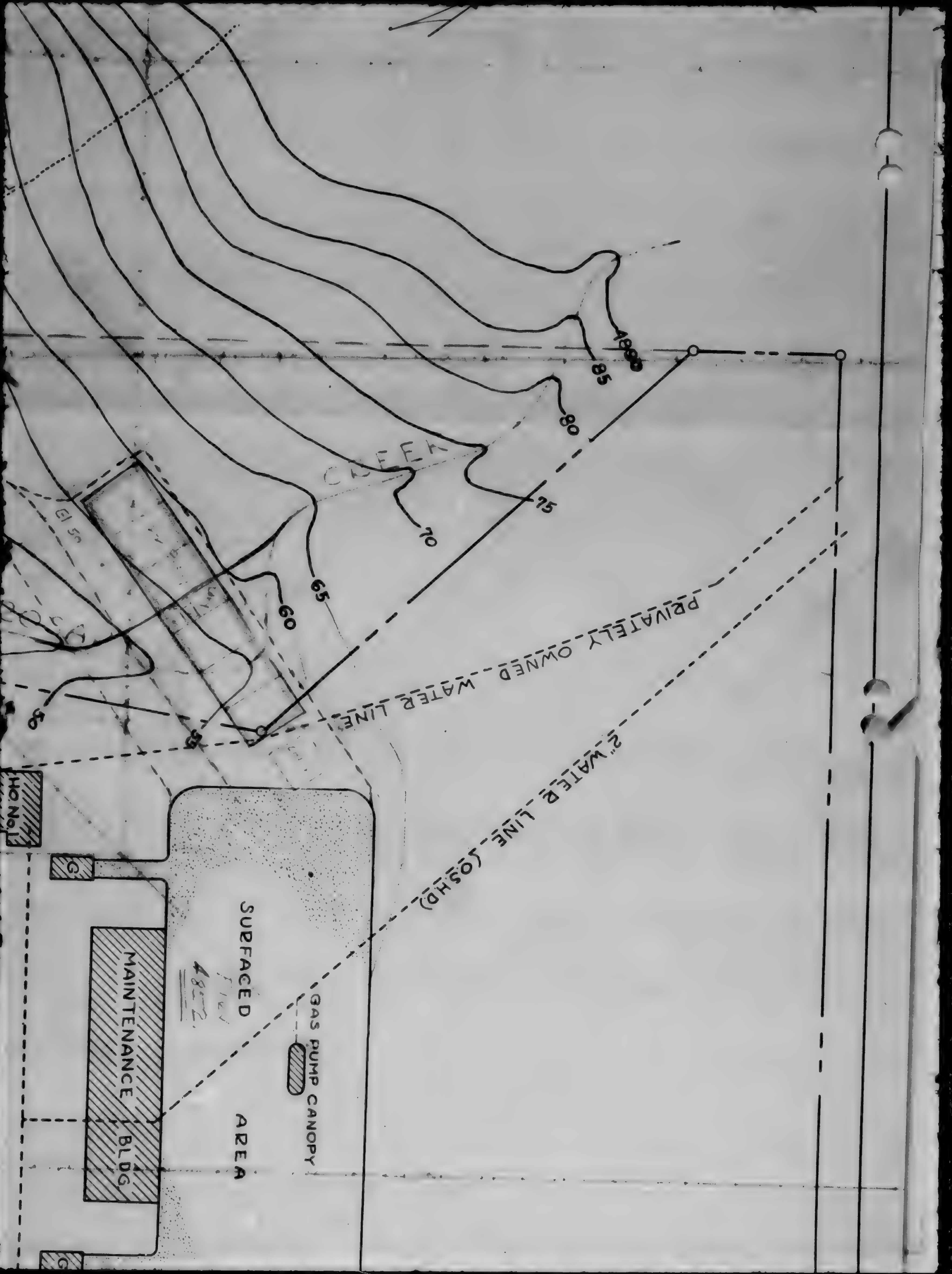
WILLAMETTE HIGHWAY
KLAMATH COUNTY
July 1953

SCALE 1"=50'



ODELL LAKE MAINTENANCE STATION


G
Ha No. 2


4890
85
80
75
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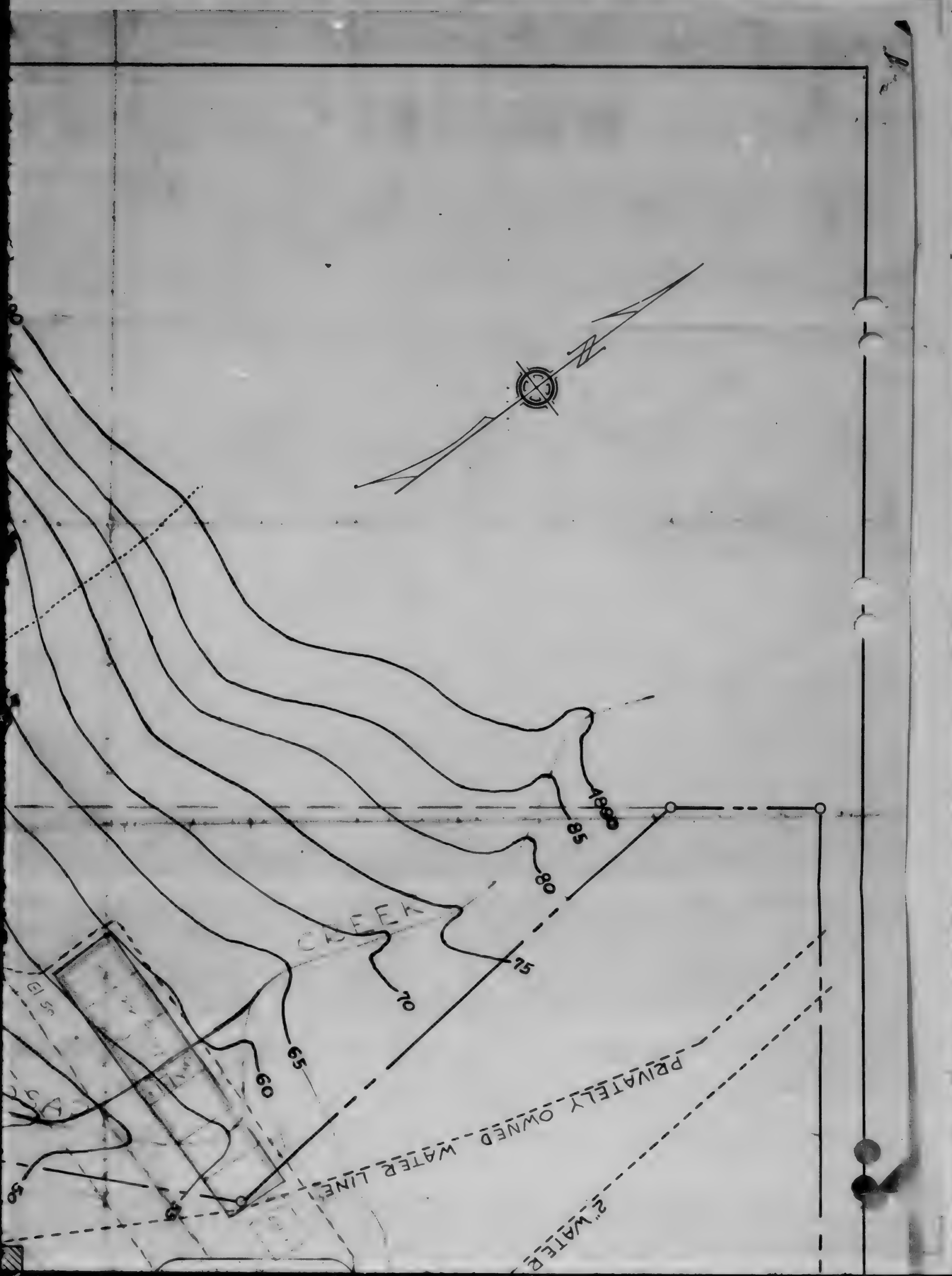
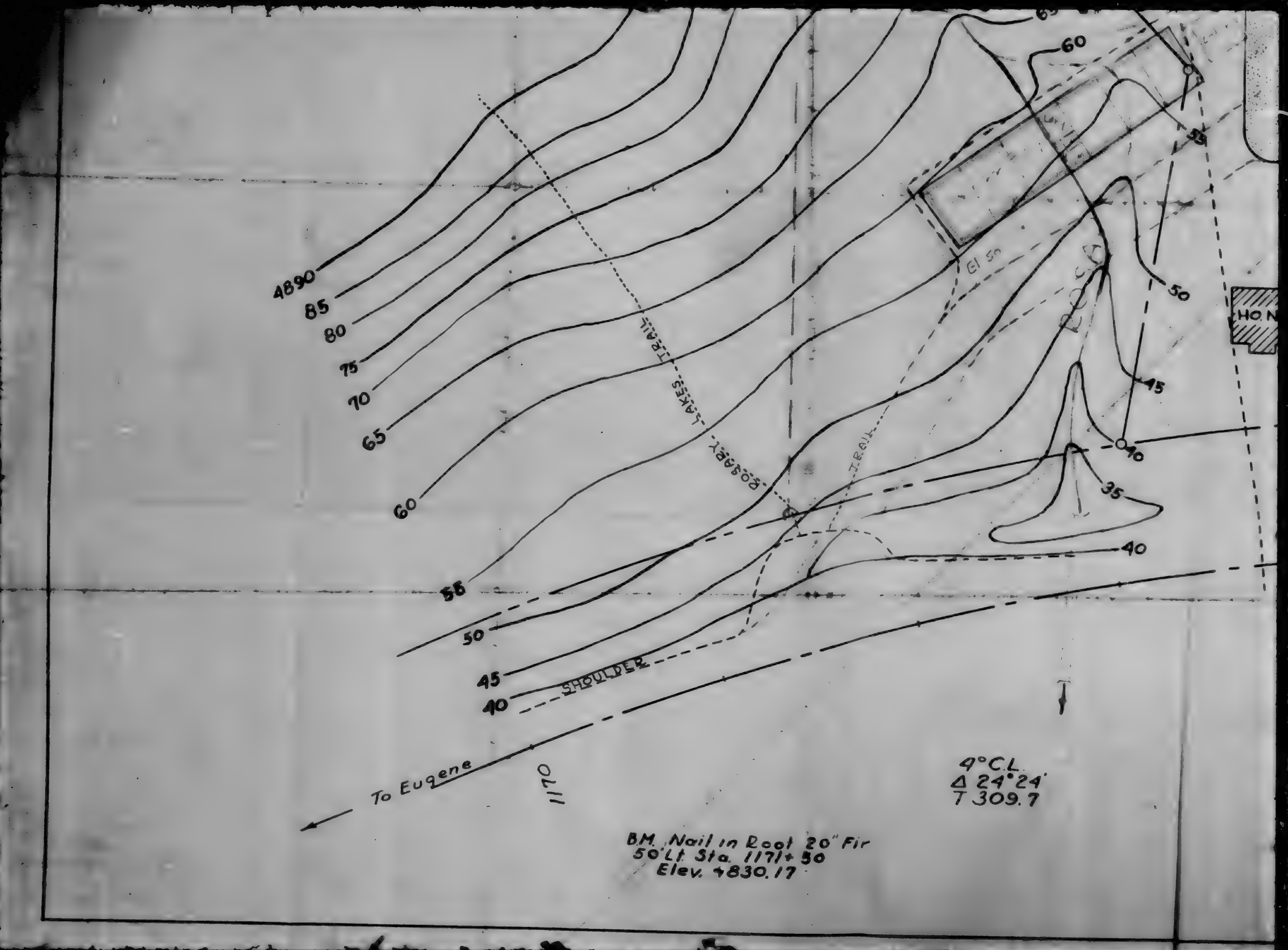
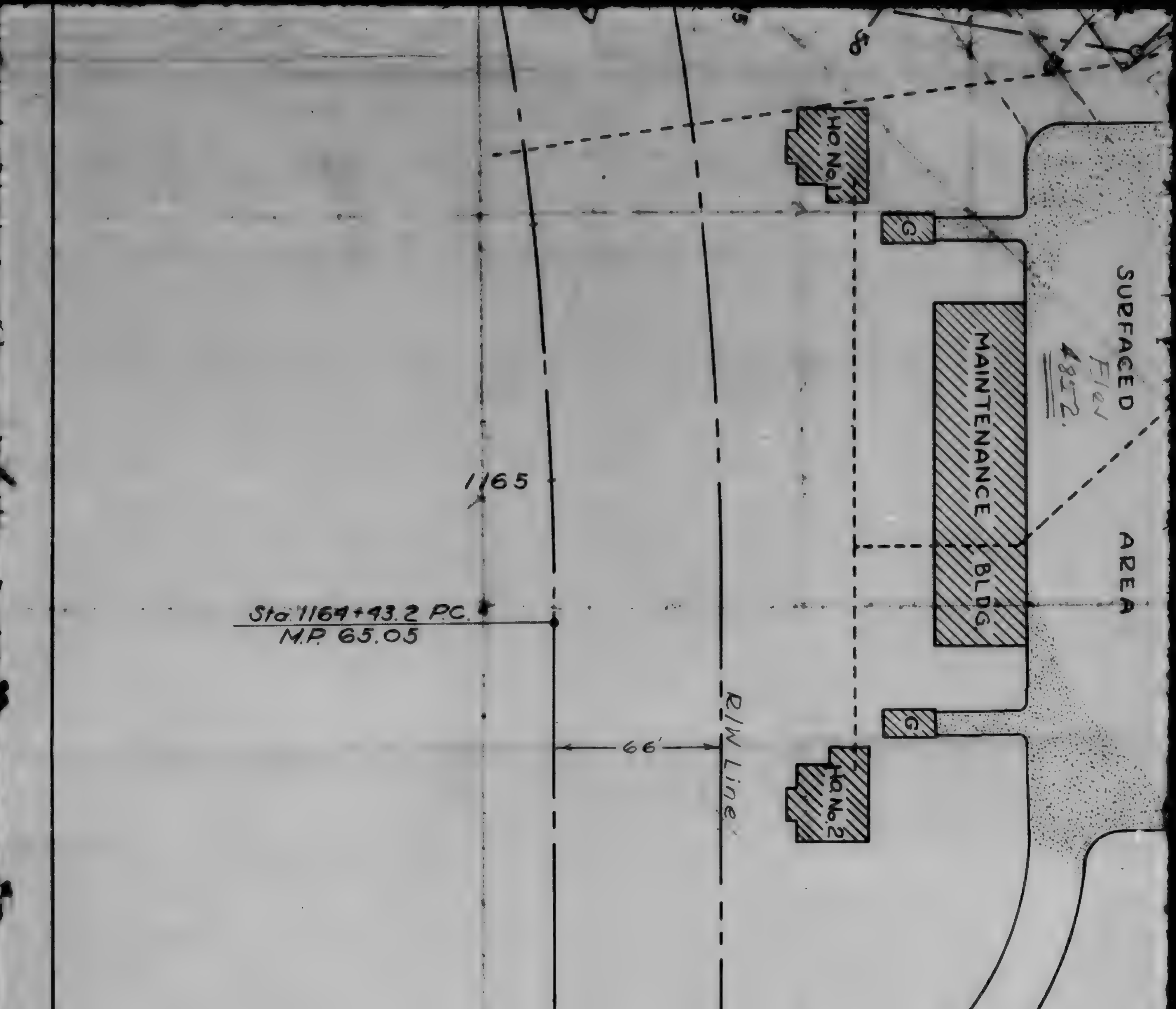
65
60
55
50
El 50
CREEK
PRIVATELY OWNED WATER LINE
2" WATER LINE (OSHD)
HQ No. 1
G
G
SURFACED AREA
48-2
GAS PUMP CANOPY
MAINTENANCE BLDG


1890
85
80
75
70
65
60
55
50
CREEK
PRIVATELY OWNED WATER LINE
2" WATER

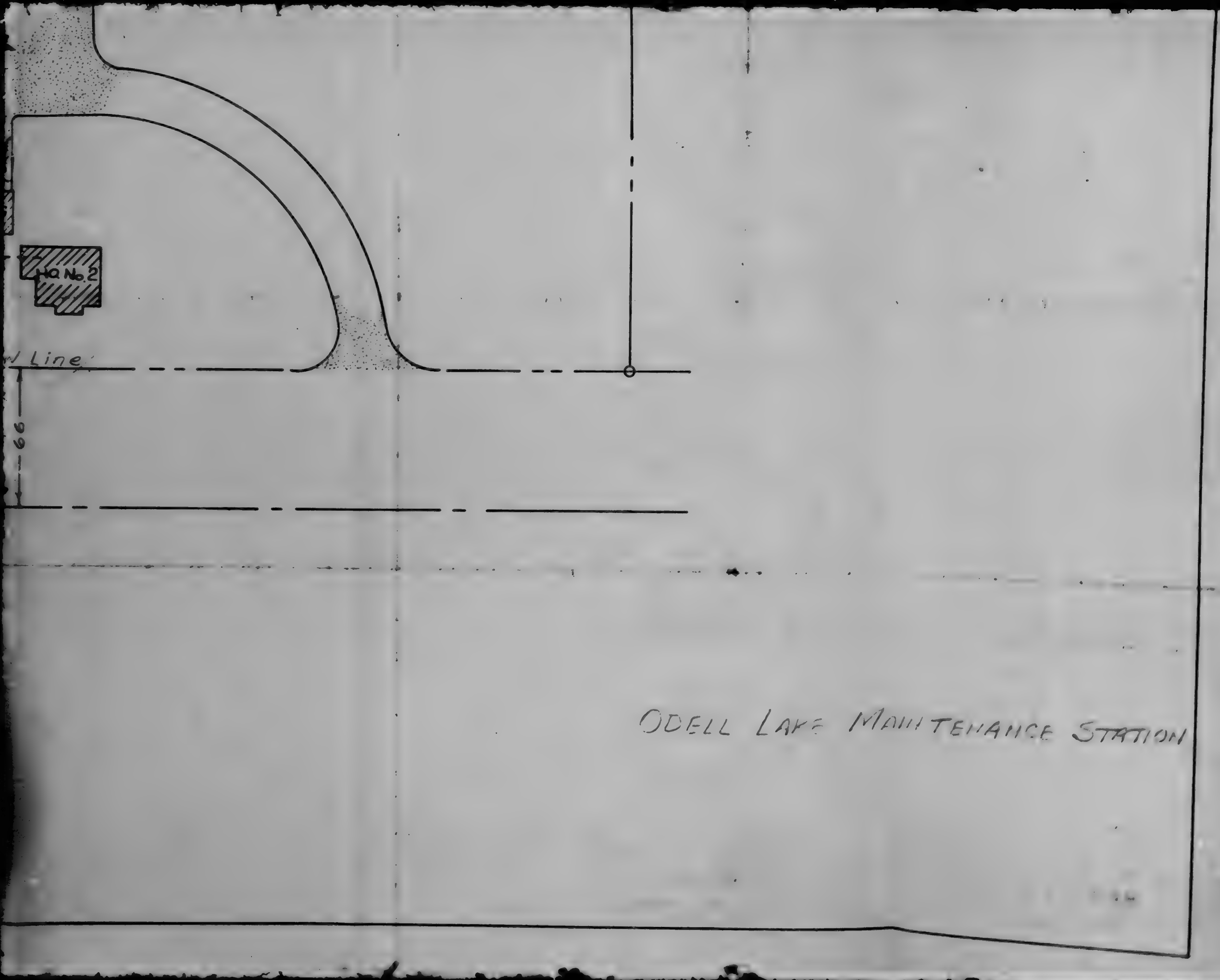


4°C.L.
Δ 24°24'
T 309.7

B.M. Nail in Root 20" Fir
50' Lt. Sta. 1171+50
Elev. 4830.17



1165
Sta. 1164+43.2 P.C.
M.P. 65.05
66'
R/W Line
Ho. No. 1
Ho. No. 2
G
G
MAINTENANCE BLDG.
SURFACED AREA
Elev 4852.
ODE.


HQ No. 2
Line
66
ODELL LAKE MAINTENANCE STATION

20-3329 Hendricks Bridge State Park 1957
Latrine
4245

20-3227

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 27, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4245	4-Final	Lee Built Homes	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
26517	R-111688	$ 451.35	12/27/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

Specified Completion Date: Nov. 30, 1954

Time Extensions: None

Completion Date: Nov. 17, 1954

Date Accepted: Dec. 7, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-27-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: Ruth Rawlings

RECEIVED
DEC 15 1954
FOR FILING

December 15, 1954

REGISTERED MAIL

Glens Falls Indemnity Company
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

State Highway contract No. 4245 for work performed in Hendricks Bridge State Park in Lane County was completed by the contractor, Lee Built Homes, on November 17, 1954 and was formally accepted by the Highway Commission on December 7, 1954.

Final payment in the amount of $451.35 will be released to the contractor on or after December 27, 1954. The total contract amount is $5,904.59, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

do

cc: Glens Falls Indemnity Company
J. K. Pratt & Company
62 West Broadway
Eugene, Oregon

NOTED ON CARD

RECEIVED
SEP 15 1954
FOR FILING

[illegible]
9-15

September 15, 1954

Lee Built Homes
846 East "M" St.
Springfield, Oregon

Dear Sir:

We enclose herewith a copy of contract No. 4245, which was awarded to you on August 9 by the State Highway Commission, for construction of Hendricks Bridge State Park Latrine in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
FOR FILING

August [illegible], 1954

Mr. Harold E. Lee
846 M Street
Springfield, Oregon

Dear Mr. Lee:

The State Highway Commission on August 9, 1954 awarded to you State Highway Contract No. 4[illegible]45 for construction of the Hendricks Bridge State Park Latrine in Lane County.

This award was based on your bid of $5,1[illegible].90 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

[illegible] B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

enr

cc S. H. [illegible]robert
H. G. Smith
R. G. Savage
G. S. [illegible]

BFI-161(20) Two Structures on Coast 1954
Fork Willamette River-Divide
#4246 Unit, Pacific Hwy.

BFI-161 (2

4246

[illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 13, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4246	15 Post Final	P. S. Lord, Mechanical Contractors Columbia Empire Constructors, Inc. & Y	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
14184	B-155130	$ 223.03	7/13/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawling
ACCOUNTING DIVISION

Specified completion Date: March 31, 1955

Time Extensions: to March 31, 1956

Completion Date: March 22, 1956

Date Accepted: April 26, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 7-16-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JUL 2[illegible]

Ruth Rawling

NOTED ON CARD

RECEIVED
JUL 10 1956
FOR FILING

July 9, 1956

CERTIFIED MAIL

United States Fidelity & Guaranty Company
George C. Bottoms, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Gentlemen:

State highway contract No. 4246 for work performed on the Goshen-Divide, Coast Fork Willamette River-Divide Unit Section of the Pacific Highway in Lane County was completed by the contractor, Columbia Empire Constructors, Inc. & P.S. Lord Mechanical Contractors, on March 22, 1956 and was formally accepted by the Highway Commission April 26, 1956.

Post-final payment in the amount of $223.03 will be released to the contractor on or after July 19, 1956. The total contract amount is $89,909.54, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

NOTED ON CARD
7-9-56

RECEIVED
JUN 28 1956
FOR FILING

BFI - 161 (3)

4246

4-y-2
6-4-56

June 15, 1956

Columbia Empire Constructors, Inc. &
P. S. Lord Mechanical Contractors
4507 S. E. Milwaukie Avenue
Portland 2, Oregon

Gentlemen:

At a meeting of the State Highway Commission held on January 26, 1956 the Commission gave consideration to your request that the time limit for completion of your Contract No. 4246 for construction of two structures on the Coast Fork of the Willamette River-Divide Unit of US 99 be extended to March 31, 1956. The Commission granted your request subject to your being assessed engineering costs incurred after October 31, 1955, which amount to $223.03. Subsequently you asked the Commission to relieve you of this charge.

The matter was studied by the Engineer, who discussed it with the Highway Commission at its meeting on June 4, 1956 and who recommended at that time that the penalty not be charged against you. You will be pleased to know that the Commission adopted the recommendation. Accordingly, you will not be charged for this assessment.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm
cc: Mrs. Goldie Lewis
P. M. Stephenson

RECEIVED
MAY 31 1956
FOR FILING

[illegible]

May 31, 1956

Oregon State Highway Commission

Gentlemen:

At the Commission meeting on January 26, we recommended to you that the time for completion of the contract for two structures on the Coast Fork of the Willamette River-Divide Unit of US99, held by Columbia Empire Constructors, Inc., and P. S. Lord Mechanical Contractors, be extended to March 31, 1956, subject to the assessment against the contractor of engineering costs incurred after October 31, 1955. The engineering costs in this period amount to $223.03.

We have made further investigation of this matter, and it appears that the major cause for noncompletion of the work prior to October 31, 1955, was due to the inability of the grading contractors to complete the embankments at the ends of the structures. This, in turn, was caused by the inclement weather experienced last fall.

In view of these facts, I am recommending that the time extension granted on this project be amended to forego the assessment of engineering penalties in the period between October 31, 1955 and March 31, 1956.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

cc Mr. G. S. Paxson
Mr. P. M. Stephenson

GSP:gm fn

BF-161(20)

RECEIVED
MAY 31 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)

May 28, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4246	14-Final	P. S. Lord Mechanical Contr. Columbia Empire Constructors, Inc./

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
10806	B-151707	$ 2,474.26	5/28/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: March 31, 1955

Time Extensions: to March 31, 1956 with penalty

Completion Date: March 22, 1956

Date Accepted: April 26, 1956

Penalties: A time extension penalty was assessed

Claims: None of record

Remarks:

Date: 5-28-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: MAY 29 1956

Ruth Rawlings

NOTED ON CARD

RECEIVED
MAY 21 1956
FOR FILING

Columbia Empire Constructors, Inc.
4507 S. E. Milwaukie Avenue
Portland 2, Oregon

May 21, 1956

Oregon State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxon, Assistant State Highway Engineer

Subject: Contract #4246, Coast Fork Bridges

Dear Sir:

As per our conversation of May 17th it is respectfully requested that the Oregon State Highway Department's letter of February 7th (copy attached) be rescinded and the Statement of Charges (copy attached) in the amount of $223.03 be deleted.

Very truly yours,

COLUMBIA EMPIRE CONSTRUCTORS, INC.

Thomas D. Telford

Thomas D. Telford
President

TDT:s

cc: Mr. P. M. Stephenson

encl: 2

RECEIVED
MAY 22 19
OREGON
STATE HIGHWAY COMMISSION

NOTED
G. S. PAXSON

RECEIVED
FEB 8 1956
FOR FILING

[illegible]
4246

February 7, 1956

Columbia Empire Constructors, Inc. &
F. S. Lord Mechanical Contractors
4507 S. E. Milwaukie Ave.
Portland 2, Oregon

Gentlemen:

The State Highway Commission at its meeting held on January 26 had under discussion your request for an extension of time from March 31, 1955 to March 31, 1956 within which to complete your contract No. 4246, covering two structures on the Goshen-Divide, Coast Fork Willamette River-Divide Unit of the Pacific Highway in Lane County.

The State Highway Commission granted your request from March 31, 1955 to March 31, 1956, with the provision that all engineering costs are to be assessed from October 31, 1955 to March 31, 1956. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

W. A. Palmateer,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

Form [illegible]

GON STATE HIGHWAY DEPARTM

Statement of Items Chargeable to Contractor

(To Be Deducted From Contractor's Estimate)

Columbia Empire Constructors Inc.
[illegible] S. E. Milwaukie Avenue
Portland 2, Oregon

Date May [illegible], 19 56
Contract No 4246
Prefix 20-1099

Excess engineering account overrun in time to complete work on Contract No. 4246, per com. authorization January 26, 1956. Engineering charges October 31, 1955 to completion March 22, 1956.

Labor date/hours		
November, 1955		
J. H. Quimer, 3/8 + 3½ O.T., 4/8 + 2 O.T., 8/6, 9/6, 10/6, 23/8 + 1½ O.T., 29/4, 30/4		
50 Hrs. at 440/173 (2.54)	127.00	
7 Hrs. at 1.5 x 2.54	26.67	
December 1955		
J. H. Quimer, 5/2, 7/4, 15/4		
10 Hrs. at 440/173 (2.54)	25.40	
January 1956		
J. H. Quimer, 5/4 4 Hrs. at 440/173	10.16	189.23
Ind. Ins. at 36¢ per 100 - 40%		0.41
Vac. and S. L. Allow at 5.7%		10.79
Ret. Fund Contrib. at 4%		7.57
Soc. Sec. at 2%		3.78
Equipment Rental		
Car 50-5 at 45.00 a month		
November 1955 6 days at $1.50	9.00	
December 1955 1 day at $1.50	1.50	
January 1956 ½ day at $1.50	0.75	11.25
		$223.03

Transfer of Charges

	Prefix	Function No.	Amount
Charge	20 1099	201	223 03
Credit	–	900	223 03

(For Use of Salem Office Only)

Approved:
Resident Engineer

Approved:
E A Gordon
Division Engineer

State Printing [illegible]

RECEIVED
MAY 15 1956
FOR FILING

[illegible]
4246

May 15, 1956

CERTIFIED MAIL

U. S. Fidelity & Guaranty Co.
George C. Bottoms, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4246 for work performed on two structures on Goshen-Divide Section, Coast Fork Willamette River-Divide Unit, of the Pacific Highway in Lane County was completed by the contractor, Columbia Empire Constructors, Inc. & P. S. Lord Mechanical Contractors, on March 22 and was formally accepted by the Highway Commission on April 26, 1956.

Final payment in the amount of $2,474.26 will be released to the contractor on or after May 25, 1956. The total contract amount is $89,686.51 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
APR 13 1956
FOR FILING

12-1 . 161 R-1
4-56

April 12, 1956

CERTIFIED MAIL

U. S. Fidelity & Guaranty Co.
George C. Bottoms, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to Columbia Empire Constructors, Inc. & P.S. Lord Mechanical Contractors, in connection with contract No. 4246 for constructing two structures on the Coast Fork Willamette River-Divide Unit, Goshen-Divide Section of the Pacific Highway in Lane County.

This payment, in the amount of $5,075.84, will be released to the contractor on or after April 23, 1956. The retained percentage is $2,697.29.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl

NOTED ON CARD

RECEIVED
JAN 11 1956
FOR FILING

F I-14(59)
4646

January 1[illegible], 1956

Request for extension of time
No. 16
January 26 and 27 meeting.

Oregon State Highway Commission

Gentlemen:

Re: Two Structures on Coast Fork
Willamette River-Divide Unit
Contract No. 4646

Columbia Empire Constructors, Inc., and F. S. Lord Mechanical Contractors, who have the contract for the construction of two structures on the Coast Fork Willamette River-Divide Unit of the Pacific Highway in Lane County, have requested an extension of time from March 31, 1956, to March 31, 1957, in which to complete the contract.

Due to inclement weather during the fall of 1955, the contractor on the adjacent grading to the Woodard Logging Road Overcrossing was unable to complete the approach embankments. This made it necessary for the bridge contractor to raise all materials from the ground level for the construction of the bridge rather than working off the approach fills. The contractor has had ten other bridges on the Goshen-Coast Fork Willamette River Section which, at the State's request, he expedited so as to have the structures complete in advance of the paving contractors' operations. The contractor cooperated to the extent that these bridges were completed and the paving contractor was not delayed.

It has been determined that the delays mentioned above justify an extension of time to October 31, 1956, and it is recommended that the extension of time be granted from March 31, 1956, to March 31, 1957, with the contractor being subject to the usual engineering penalties for the period October 31, 1956, to March 31, 1957. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

PMS/dp
Attached

RECEIVED
OCT 6 - 1954
FOR FILING

October 5, 1954

Columbia Empire Constructors, Inc. &
P. S. Lord Mechanical Contractors
4507 S. E. Milwaukie Ave.
Portland 2, Oregon

Gentlemen:

We enclose herewith for your files two fully executed copies of contracts awarded to you by the State Highway Commission on August 9, 1954, as follows:

Contract No. 4241, for constructing three structures on the Deady-Shady Section of the Pacific Highway in Douglas County.

Contract No. 4246, for constructing two structures on Coast Fork Willamette River-Divide Unit of the Goshen-Divide Section of the Pacific Highway in Lane County.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
FOR FILING

August 11, 1954

Columbia Empire Constructors, Inc.
[illegible] J. Lord Mechanical Contractors
4507 S. E. Milwaukie Avenue
Portland 2, Oregon

Gentlemen:

The State Highway Commission on August 9, 1954 awarded to you State Highway Contract No. 4-48 for construction of 2 structures on the Coast Fork Willamette River-Divide Unit, Pacific Highway in Lane County.

This award was based on your bid of $96,986.00 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

ehr

cc S. H. Probert
H. G. Smith
F. G. Savage, Sl-C
G. S. Paxson

21-3329 Big Creek State Park Latrines 1954
on the Oregon Coast Hwy. near
4247 Waldport

RECEIVED
FOR FILING

21 3347
4.17

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 10, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4247	3-Final	John Helstrom	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
25286	R-110451	$ 882.75	12/10/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

Specified Completion Date: Nov. 30, 1954

Time Extensions: None

Completion Date: Nov. 12, 1954

Date Accepted: Dec. 7, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-14-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:
Ruth Rawlings

RECEIVED

FOR

21-3329

4247

TELEPHONE YUKON 6-6750

FEDERAL INSURANCE COMPANY

Into Which Has Been Merged (July, 1953)

UNITED STATES GUARANTEE COMPANY

CHUBB & SON
MANAGERS

PACIFIC DEPARTMENT
320 CALIFORNIA STREET
SAN FRANCISCO 4, CALIF.

REFERRED TO
SECRETARY

G. L.

Via Air Mail

January 4, 1955

Oregon State Highway Department
Salem, Oregon

Attn: H. B. Glaisyer, Secretary

NOTED
FLOYD QUERY

Gentlemen:

This is to acknowledge your letter of December 2, 1954 in connection with State Highway Contract No. 4247 which was completed by the contractor, John Helstrom on November 12, 1954. In your letter you indicate that final payment in the amount of $882.75 will be released to the contractor after acceptance by the Highway Commission. We trust this acknowledgment will satisfy your requirements.

Incidentally, your letter was misaddressed to Rodgers Insurance Agency, Inc. of Portland. That good agency has no connection with the bond requirements of this contractor. The bonds were executed by the office of Martin Knutsen & Son in Astoria, Oregon and any correspondence in this regard should be addressed to Knutsen or to this office.

Yours very truly,

CHUBB & SON

By John F. McGinty
John F. McGinty

JFM:soc

RECEIVED
1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 2 - 1954
FOR FILING

[illegible]
[illegible]

December 2, 1954

REGISTERED MAIL

Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4247 covering construction of Big Creek State Park Latrines in Lincoln County was completed by the contractor, John Helstrom, on November 12, 1954 but has not as yet been accepted by the Commission.

Final payment in the amount of $882.75 will be released to the contractor after acceptance by the Highway Commission. The total contract amount is $7,522.75 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Federal Insurance Co.
Robt. E. Wallace, Manager
320 California St.
San Francisco 4, Calif.

NOTED ON CARD
12-2-54

RECEIVED
OCT 4 - 1954
FOR FILING

September 30, 1954

Mr. John Helstrom, Contractor
1470 Franklin Avenue
Astoria
Oregon

Dear Sir:

We enclose herewith a fully executed copy of Contract No. 4247, which was awarded to you August 9, 1954 by the State Highway Commission, covering construction of the Big Creek State Park Latrines in Lincoln County. This copy is for your files.

A copy of this contract is also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

RECEIVED
FOR FILING

21 [illegible]
1-19

August [illegible], 1954

Mr. John Helstrom
P. O. Box 385
Astoria, Oregon

Dear Mr. Helstrom:

The State Highway Commission on August 9, 1954 awarded to you State Highway Contract No. 4-47 for construction of the Big Creek State Park Latrines on the Oregon Coast Highway near Waldport in Lincoln County. This award was based on your bid of $7,0[illegible] which was the low bid submitted to the Commission on that day for this project.

Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

ehr

cc S. H. Probert
H. G. Smith
E. G. Savage, SIAC
G. S. Paxson

BFI-324(10) Willamette River-Crosby 1954
Rd. Unit, Willamette R.-Hayesville Sec., Portland-Salem Exp.
#4248

Mr Williams

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BFI-324 (10)

Contract No. 4248
Willamette River-Crosby Road
Portland-Salem Expressway

FINAL COST ANALYSIS

Surfacing and Paving

April 5, 1957

Prefix: 24-1078-201(41)
B.F.I. 324-(10)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
1. Coarse Mat'l in Base 4248	355,684.5	Cu. Yd.	$ 1.48	$ 1.30	$469,241.67	$ 526,413.06
2. 3/4"-0 Mat'l in Base and Shoulders	42,128.5	Cu. Yd.	1.58	1.40	59,095.86	66,563.03
3. Sprinkling	5,999.5	M/gal.	2.00	1.50	8,983.79	11,999.00
4. 3/4"-0 Mat'l in Binder Course	2,750	Cu. Yd.	2.50	2.25	6,187.50	7,095.00
*5. RC-3 Asph. in Binder Crse.	468.6	Tons	37.25	33.35	12,294.48	13,767.21
*6. Class "B" Asph. Conc.	74,832.16	Tons	4.45	4.51	337,717.31	333,003.11
*7. RS-1 Asph. in Tack Coat	23.75	Tons	50.00	50.00	1,187.50	1,187.50
*10. Asph. Conc. Traffic Markers	306.00	Lin. Ft.	1.00	1.00	306.00	306.00
PA #1 Furn. & Apply Dust Oil	86.1	Ton	30.00	28.68	2,469.17	2,583.00
PA #2 Furn. & Apply Dust Oil	29.83	Ton	30.00	28.68	855.79	894.90
*PA #3 ¼"-#10 Agg. in Pave. Seal	1,704	Cu. Yd.	6.00	5.00	8,520.00	10,224.00
*PA #3 RS-1 Asph. in Pavement Seal	268.11	Ton	39.70	37.70	10,107.75	10,643.97
*PA #5 SS-2 Emuls. Asph. in Base or Seal	90.77	Ton	55.00	45.00	4,084.65	4,992.35
*PA #6 No Strip Additive Mix in A.C.	27,243.63	Ton	.50	.50	13,621.82	13,621.82
*PA #7 Coarse Mat'l in Base	2,276	Cu. Yd.	2.70	2.26	5,143.76	6,145.20
*PA #7 3/4"-0 Mat'l in Base	514	Cu. Yd.	2.70	2.45	1,259.30	1,387.80
*PA #7 Class "B" Asph. Conc.	941	Ton	6.65	6.07	5,713.94	6,259.91
*PA #8 RC-3 Asph. in Shoulders	110.39	Ton	45.50	40.50	4,470.39	5,022.29
*PA #8 3/4"-0 Cover Agg. in Shoulders	726	Cu. Yd.	4.25	3.75	2,722.50	3,085.50
PA #9 3/4"-¼" Pave. Agg. in Stockpile	6,292.4	Cu. Yd.	1.00	.84	5,269.89	6,292.40
PA #9 ¼"-0 Pave. Agg. in S.P.	2,964.9	Cu. Yd.	1.00	.84	2,483.10	2,964.90
PA #9 3/4"-0 Base Mat'l in S.P.	2,858.8	Cu. Yd.	1.15	1.00	2,858.80	3,287.62

Contract No. 4248

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
PA #9 2½"-0 Mat'l with Surplus of Fines	4,863.6	Cu. Yd.	$ .50	$ .50	$ 2,431.80	$ 2,431.80
PA #9 Screen Rejects in S.P.	1,109.2	Cu. Yd.	.25	.25	277.30	277.30
PA #9 ¼"-#10 Seal Agg. in S.P.	449.8	Cu. Yd.	2.00	2.00	899.60	899.60
*PA #10 Asph. Conc. Curbs	556	Lin. Ft.	1.05	1.00	556.00	583.80
*PA #11 Adj. on Haul of Asph. Conc.	7,818.4	Ton Mi.	.10		781.84	781.84
PA #12 RS-2 Asph. in Binder Course	21.25	Ton	37.35	31.95	679.06	793.69
PA #12 MC-3 Asph. in Binder Course	9.48	Ton	37.35	29.34	278.18	354.08
Force Account					18,511.34	21,637.29
					$987,009.89	$1,065,498.97

* Warren Northwest, Sub-contractor

Gross Revenue	$1,065,498.97
Total Cost	987,009.89
Net Profit	$ 78,489.08

Net Profit Equals 7.37% of Gross Revenue

Contract No. 4248

DETAIL OF COST

Labor:		
Supervision	$ 14,495.00	
Labor	198,678.99	
Labor Insurance	18,286.43	$231,460.42
Equipment Rentals and Misc.		
Equipment Rentals (Owned)	$195,841.99	
Equipment Rentals (Rented)	76,603.16	
Gas, Oil, and Grease	19,585.70	
Bond	5,058.54	
P.L. and P.D.	421.44	
Move In and Set Up	42,614.76	
Field Office	7,513.37	
Administration	1,096.62	
Trailer Camp	1,978.90	
Plant Power	14,737.46	
Home Office and Overhead	31,964.97	$397,416.91

Materials:	Quantity	Unit	Unit Cost		
Muck Sand	2,106	Cu. Yd.	$ 2.24	$ 4,714.20	
RC-3 Asph. in Binder and Shoulders	368.60	Tons	27.50	10,136.50	
Dust Oil #2 Special	115.93	Tons	25.75	2,985.20	
RS-2 Asph. in Binder Course	21.25	Tons	30.31	644.09	
MC-3 Asph. in Binder Course	9.48	Tons	27.50	260.70	$ 18,740.69
Sub-contractor, Warren Northwest					$339,391.87
TOTAL COST					$987,009.89

Contract No. 4248

Remarks:

This was a "Regular Federal Aid Program" calling for the construction of 9.21 miles of rock base, involving approximately 391,000 cubic yards, and construction of 9.30 miles of asphaltic concrete pavement, involving approximately 73,000 Tons.

The contract was bid and awarded August 9, 1954. Contractor began moving in and setting up crushing plant August 30, 1954. Actual crushing began December 24, 1954 and work was completed August 8, 1956.

Crushing of paving aggregate and 3/4"-0 shoulder materials was first order in hopes that the subgrade would dry out sufficiently so that the stockpiling of base aggregates could be held to a minimum. A very large and elaborate crushing plant was erected: two breakers, three cones, two, and part of the time 3, sets of rolls and a sand auger to reclaim and wash all sand. Six 22-cubic yard hauling units were the principal means of hauling crushed materials to the roadway; however, production was good enough to justify hiring of additional trucks.

Warren Northwest was the subcontractor on Items 5, 6, 7, 10, and P.A.'s No. 3, 5, 6, 7, 8, 10, and 11. Class "B" asphaltic concrete shows a slight loss which was due entirely to the purchasing and hauling of muck sand.

A loss of only 11 hours due to breakdowns was one of the main contributing factors to the contractor making a good profit. Most of his equipment was new or in excellent shape and co-ordination of work and good supervision were also contributing factors.

M. N. Juve
Chief Cost Analyst

By

H. R. Sturgis

RECEIVED
JAN 7 - 1957
FOR FILING

[illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 4, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4248 4241	17-Final	Newport Construction Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
28532	H-169688	$ 32,756.22	1/4/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1955

Time Extensions: to Aug. 8, 1956

Completion Date: Aug. 8, 1956

Date Accepted: Nov. 8, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-4-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: 1-4-57
Ruth Rawlings

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DEC 21 1956
FOR FILING

FFL-224(16)

4248

December 21, 1956

CERTIFIED MAIL

Seaboard Surety Company
Hansen & Rowland, Inc.,
1300 Puget Sound Bank Bldg.,
Tacoma, Washington

Gentlemen:

State Highway contract No. 4248 for work performed on the Willamette River-Crosby Road Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion and Clackamas Counties was completed by the contractor, Newport Construction Company, on August 8, 1956, and was formally accepted by the Highway Commission on November 8, 1956.

Final payment in the amount of $32,756.22 will be released to the contractor on or after December 31, 1956. The total contract amount if $1,065,498.97, of which amount $21,637.29 represents force account items.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

de

cc: Seaboard Surety Company
75 Maiden Lane
New York 38, N. Y.

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EC 6 1956
R FILING

FT-324 (12)

4248

December 6, 1956

CERTIFIED MAIL

Seaboard Surety Company
Hansen & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Newport Construction Company in connection with contract No. 4248, covering work performed on the Willamette River-Crosby Road Unit, Willamette River-Hayesville Section of the R. H. Baldock Freeway in Marion and Clackamas Counties. This payment, in the amount of $25,731.64, will be released to the contractor on or after December 17, 1956. The retained percentage is $31,940.50.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - Seaboard Surety Company
75 Maiden Lane
New York 38, N.Y.

Seaboard Surety Co.
Hansen & Rowland, Inc
609 Henry Bldg.
Portland 4, Oregon

NOTED ON CARD
12-6-56
rn

A

FORM E-126 [illegible] REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
OCT 10 1956
FOR FILING
EFI-324 (1)
4248

October 8, 1956

Newport Construction Co.
7031 N. E. Halsey St.
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting held on September 27 had under discussion your request for an extension of time from October 31, 1955 to August 8, 1956, inclusive, within which to complete your contract No. 4248, covering Willamette River-Crosby Road Unit, Willamette River-Hayesville Section of Portland-Salem Expressway in Marion and Clackamas Counties.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc:
J. D. Walker,
Division Engineer

G. Starkey,
Resident Engineer

Tom Edwards,
Construction Engineer

A

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SEP 6 1956
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SFI-324(10)

4248

September 5, 1956

Oregon State Highway Commission

Request for extension of time
No. 11
September 27-28 meeting

Gentlemen:

Herewith a request from the Newport Construction Company for an extension of time on the Willamette River-Crosby Road, Contract No. 4248, from October 31, 1955 to August 8, 1956, inclusive.

This project was delayed due to extremely wet weather and the failure of the grading contractor to complete the subgrade in sufficient time to permit the placing of the surfacing and paving. Every effort was made to expedite this project, and I would recommend that the extension be granted without penalty.

Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

Encl.

cc Mr. Tom Edwards

EAP:of fn

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AUG 30 1956
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BFI-324 (10)

4248

August 29, 1956

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Willamette River-Crosby Road, Contract No. 4248, Oregon BFI-324 (10), from October 31, 1955 to August 8, 1956 to Newport Construction Company, contractors.

This project was delayed due to extreme wet weather and the failure of the grading contractor to complete the subgrade in time to allow the placing of the surfacing and paving. I recommend that the extension be granted without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc to: Tom Edwards

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AUG 24 1956

FOR FILING

[illegible] 4 (10)

4248

August 24, 1956

Seaboard Surety Co.
Hansen & Rowland, Inc.
1300 Puget Sount Bank Bldg.
Tacoma, Washington

Gentlemen:

It is the intention of the State Highway Commission to release to Newport Construction Co. a portion of the funds heretofore retained by the Highway Commission on contract No. 4248, for paving on the Willamette River-Crosby Road Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion and Clackamas Counties.

This payment, in the amount of $79,908.40, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $31,144.67. The present payment will be released on or after September 4, 1956.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Seaboard Surety Co.
75 Maiden Lane
New York 38, N. Y.

NOTED ON CARD

RECEIVED
AUG 20 1956
FOR FILING

BFI 324(10)

4248

BFI 324(10)
4248

August 15, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 8, 1956, on Contract No. 4248, Willamette River-Crosby Road Unit, Willamette River-Hayesville Section, in Marion and Clackamas Counties, in connection with Federal Aid Project No. BFI-324(10).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DEP:ia

cc: John Cattrall

Form E-1—1036—10-53

EFI-224 (1-)
4248

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section: Willamette River-Crosby Road Unit Willamette River-Hayesville
For Week Ending: August 11, 1956
Highway: Portland-Salem Expressway
Kind of work: Paving
Contractor: Newport Construction Company
Section prefix: 24-1078
Contract number: 4248
Date of contract: August 9, 1954
Date of completion: October 31, 1955
Date work started: December 30, 1954
Estimated date of completion: August 8, 1956
Project authorization: $1,095,004.69
Exclusive of Engineering: $1,017,137.69
Per cent of time elapsed: 163 %
Estimated cost of completed project, exclusive of engineering: $1,052,268.34
Estimated per cent overrun or underrun: 3.4 %
Per cent of contract completed, based on total contract price: 100 %
Engineering authorization: $77,867.00
Engineering cost to date $50,600.00, 65 %
Date project was completed: August 8, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed shoulder oiling on Monday, August 6, 1956.

All other minor work completed on Wednesday, August 8, 1956.

Project opened to traffic at 12:00 noon on August 10, 1956.

NOTED
L. H. Young

RECEIVED
AUG 13 1956
OFFICE OF
CONSTRUCTION ENGINEER

[illegible]ED
T[illegible] EDWARDS

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed: Glenn A. Starkey
GLENN A. STARKEY, Resident Engineer
Address: Rm 211 Lab Bldg. Salem

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 89712

NOTED
V. D. WOLFE

	GRADING	SURFACING	MAI ANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		9.30			9.30
Miles partially completed					
Miles completed		9.30			9.30
Total estimated quantities (contract)		391,000			73,000 tons
Total quantities corrected to date		397,813			74,832
Estimated quantities moved or placed to date		397,813			74,832
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men 7

Supervision 1

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ..1.., Rollers ..1.., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., Trucks -4, Broom - 1, Distributor ....

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		Completed project.
Thursday	"		
Friday	"		
Saturday	"		

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MAY 2 - 1956
FOR FILING

BF1-324(10)

4248

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 25, 1956

SUBJECT: A.C. pavement, Wilsonville to Crosby Road

To:

Mr. W. C. Williams

NOTED
W. C. WILLIAMS

Sometime ago, Mr. Baldock said that he was considering increasing the thickness of the top course of pavement in the section under contract to Newport Construction Company between Wilsonville and Crosby Road. Mr. Walker has measured the material in stock piles for this paving job and reports as follows:

A. C. PAVEMENT AGGREGATE AT WILSONVILLE

Size	In Stock Pile	Needed for 2" Over Section	Available
3/4"-1/4"	22,500 c.y.	11,350 c.y.	11,150 c.y.
1/4"- 0	18,100 c.y.	15,050 c.y.	3,050 c.y.
3/4"- 0			7,000 c.y.

You will note that we have a considerable surplus of 3/4"-1/4" but that we do not have very much 1/4"-0 material. Based upon the requirements of this 1/4"-0 material, we could place approximately 6,600 tons more pavement than would be needed for a uniform 2" thickness over the entire project. This would be enough to use 2.4" over the entire project rather than 2". There is a possibility that the mix could be adjusted so that we could use some of the 7,000 c.y. of 3/4"-0 material which we have over and above the amount required for shoulders.

I would not recommend that we increase the thickness over the entire project. We should rather select the sections where trouble has been experienced and where our core borings show thin sections. A few days ago I made a report to Mr. Baldock showing the results of these core borings and the amount of patching that we have done this past winter.

The paving is to start on this section in about two weeks and a decision as to how much additional thickness and where it is to be placed should be made in the very near future.

G S Paxson

G. S. Paxson

GSP:gm

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APR 17 1956
FOR FILING

581-32.4(10)

1-16

Salem, Oregon
April 16, 1956

Pavement on Willamette River-
Crosby Road unit of Portland-
Salem Expressway

Mr. R. H. Baldock

In accordance with your instructions, we have taken cores and determined the thickness, the specific gravity, and the percentage of voids in the base course pavement between the Willamette River and Crosby Road, more specifically from Station 614+30 southerly to Station 1105. Attached are prints from Sheets No. 3 to 19 of the grading plans for the Willamette River-Gervais unit, on which I have shown in green the location and the thickness of the pavement at 90 locations. Also on these plans are shown in red the location and area of all pavement patches which have been put in during this winter.

Of these 90 cores, there are 36 which show thicknesses of less than 2.0 inches. Many of these thin sections are only a few hundredths of an inch less than the nominal thickness although there are a few that show thicknesses less than 1.5 inches. The total areas of all patches on this section are 135.5 square yards on the northbound lanes (Line L 4 E) and 325.4 square yards on southbound lanes (Line L 4 W). This makes a total of 460.9 square yards of patching on the entire section. All patches were at least 2 inches in thickness.

I am also attaching a tabulation of the stationing thickness, specific gravity, percentage of voids, and the date on which the pavement was laid down, for all these cores. From the specific gravities and the thicknesses we have computed the theoretical tonnage of pavement placed, and have compared this with the amount shown on our final estimates. Our final estimates show that we placed 33,844.7 tons, while the theoretical amount from the cores was 33,739.5 tons, or a difference between the two figures of only 103.2 tons. In view of the variation in thickness in very short sections of the pavement and the fact that our cores are on the average of about one per one-fourth mile, this close correspondence probably means very little. The average thickness of all of the cores taken before traffic was allowed on the pavement is 2.13 inches. The average of the cores taken this month, after traffic had used the pavement over the winter, was 2.03 inches.

From a study of the timing on this job, it seems apparent that most of our troubles have been caused by a lack of compaction of the base which caused the base to move, under the construction traffic, and resulted in a rough fine grade. Since the pavement was controlled by bluetops, set to proper elevation, any irregularity of the base would reflect in the pavement thickness.

Paving was started on September 1 on the northbound lanes at Station 654 and proceeded from that point to the north end of the project at Station 614+30, this section being completed on September 16. The base on this section had been under construction traffic for a considerable period of time and was well compacted. This section has stood up very well with only a very minor patching at Fargo Road (Station 812) amounting in total to 8.5 square yards.

Paving was then started on September 17 on the southbound lanes at Station 812 proceeding northerly to the north end of the job at Station 614+30, this section being completed on September 23. The base was also well compacted in this section, and there have been no pavement failures in the section.

The equipment was then moved to the south end of the northbound lanes at Station 1105 and these southbound lanes completed northerly to Station 954 on October 5. The pavement was being laid immediately behind the placing of base material which had had very little compaction by construction equipment, although the specification amount of rolling had taken place. Apparently the subgrade deformed under the construction traffic resulting in many thin cores. Of the 17 cores taken in this section, 11 showed thicknesses of less than 2 inches. We have had a large number of pavement failures in this section, especially in the southerly portion from Broadacres Road south, there being 17 failures totaling 127.0 square yards.

Upon completion of the northbound lanes, equipment moved back to the southbound lanes starting at Station 812 and proceeding southerly to the end of the job at Station 1105. This work was started on October 12 and completed on October 24. No traffic has been on that section between Stations 954 and 1105 as this is south of the cutover between the north and southbound lanes. The base rock was being placed immediately ahead of the paving operations and very little compaction was obtained by construction traffic. There was a very large amount of breakage in the section between Stations 812 and 954, amounting to 325.4 square yards at 11 different locations.

From all the data available, it can be rather definitely concluded that the major cause of trouble on this section was the lack of time to properly consolidate the base. Everyone was using every effort to get the pavement down and open to traffic before the winter weather forced shutting down of the work. The excellent performance of the northerly portion of the job, both on the northbound and southbound lanes where construction traffic had consolidated the base, shows definitely the need for time in which to do this work.

GSP:gm
Attachs.

G. S. Paxson

cc Forrest Cooper
J. D. Walker/w. encl.

FORM 230—80M—4-54—74386

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

March 30, 1956

Salem, Oregon

SUBJECT: Core Samples from Willamette River-Crosby Road Section, Portland-Salem Expressway.

To: G. S. Paxson
Assistant State Highway Engineer
Office

There follows a tabulation of test results of cores taken from the Willamette River-Crosby Road section of the Portland-Salem Freeway. These include both control samples taken during construction and the additional ones requested, which were cored the 16th and 19th of this month.

I wish to call attention to the sequence followed in construction of this job as there seems to be a definite relationship between this and the pavement breaks which occurred under traffic. Thin sections and heavy rainfall followed by freezing temperatures were specific factors as well. Paving was started September 1, 1955 at station 954 L 4 E and carried to the north end of the job at station 614 + 30 on September 16, 1955. No distress has occurred in this section except a minor one near the Fargo structure. The subbase and crushed gravel base had been very well compacted by construction operations in this section. During this time base rock was being placed toward the southerly end of the project on L 4 E. On September 17, 1955, paving was started at station 812 L 4 W and completed to the north end of the project on September 23rd. No failures have occurred in this area. By this time base rock had been completely placed on L 4 E so paving was started at station 1105 L 4 E and continued until October 5th at which time the east line was completely surfaced. Pavement breaks are most frequent in the south part of L 4 E, which had much less base compaction by construction traffic than the north portion of the job. Pavement placing was started again October 12th on L 4 W and continued to the south end of the job at station 1105 on October 24th. From station 954 to station 1105 L 4 W there has been no traffic and consequently no breaks in the pavement. However, since the same construction pattern was followed in this line as in the east one it can be assumed that distress would have occurred if this section had been subjected to traffic . Considerable breaks of thin pavement at stations 877 and 898 L 4 W have taken place. Cores from these areas indicate a compacted thickness of 1.3 and 1.1 inches.

Average results of core tests

	Thickness, inches	Sp. Gr.	% Voids
Before traffic	2.13	2.268	7.079
After traffic	2.03	2.329	5.215

Calculation of estimated tons AC from test results.

62.4 x 2.268 = 141.523 lbs. cu. ft. x .75 - 106.142 lbs. sq. yd. 1" thick

106.142 ÷ 2000 = .0531 tons sq. yd. 1" thick

16426.667 sq. yds. per mi. x .0531 - 872.256 tons per mi. 1" thick

872.256 x 2.13 = 1857.905 tons per mi. at 2.13" thick

1857.905 x 18.16 mi. (job length less structures and slide area) = 33739.55 tons estimated

Total job tons by actual weight 35474.3
Hubbard Interchange, Donald Rd., Broadacres Rd. and Crossover 1629.6 tons
35474.3 - 1629.6 = 33844.7 tons on Freeway
33844.7 - 33739.5 = 103.2 tons difference between theoretical and actual

G. W Harra
G. W. HARRA
Engineer of Materials

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OFFICE OF
STATE HIGHWAY ENGINEER

Form E-40

OREGON STATE HIGHWAY DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET .... OF .... SHEETS

Willamette River - Crosby Road - Prefix 24-1078

Stations 614 + 30 - 1105

CORE SAMPLES

Station	Line	Thickness "	Sp. Gr.	% Voids	Placed			
620+50	I/4W Lt.	2.40	2.36	4.2	9-23-55			
633	I/4W Rt.	1.75	2.35	4.0	9-21-55			
*640	I/4W C	2.00	2.29	8.9	9-22-55			
659	I/4W C	2.20	2.32	4.9	9-22-55			
*665	I/4W Rt.	2.37	2.25	7.2	9-21-55			
685	I/4W Lt.	2.10	2.35	2.4	9-22-55			
698	I/4W Rt.	2.40	2.31	6.2	9-19-55			
711	I/4W Lt.	2.00	2.39	2.5	9-21-55			
724	I/4W C	1.70	2.36	3.3	9-20-55			
737	I/4W Rt.	2.50	2.33	5.6	9-19-55			
750	I/4W Lt.	2.00	2.37	3.3	9-21-55			
763	I/4W Rt.	2.30	2.39	2.9	9-17-55			
*770	I/4W Lt.	2.25	2.32	6.7	9-20-55			
*770	I/4W C	2.37	2.23	10.3	9-19-55			
*783	I/4W Rt.	2.10	2.26	7.7	9-17-55			
802	I/4W C	2.40	2.23	9.8	9-19-55			
815	I/4W Lt.	1.70	2.31	5.8	10-12-55			
828	I/4W Rt.	1.20	2.31	6.0	10-13-55			
*843	I/4W Lt.	2.00	2.26	6.1	10-12-55			
*858	I/4W Rt.	1.60	2.25	7.4	10-14-55			
*870	I/4W Lt.	1.25	2.21	8.4	10-13-55			
*870+50	I/4W Lt.	2.25	2.22	8.0	10-13-55			
*872	I/4W Lt.	4.00	2.33	3.5	10-14-55			
877+35	I/4W Rt.	1.30	2.27	8.4	10-15-55	Adjacent to patched area		
*884	I/4W Rt.	1.25	2.25	7.0	10-15-55			
*897	I/4W Lt.	2.75	2.27	6.6	10-14-55			

Form E-49

OREGON STATE HIGHWAY DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET 2 OF .... SHEETS

Willamette River - Crosby Road - Prefix 24-1078

Stations 614 + 30 - 1105

Station	Line	Thickness "	Sp. Gr.	% Voids	Placed			
898+35	L4W Rt.	1.10	2.33	6.1	10-15-55	Adjacent to patched area		
906	L4W Lt.	4.00	2.32	6.7	10-15-55			
919	L4W C	2.80	2.29	5.9	10-18-55			
933	L4W Rt.	2.70	2.30	6.2	10-18-55			
*945	L4W Lt.	2.00	2.25	6.5	10-17-55			
*946	L4W Rt.	1.80	2.23	8.5	10-18-55			
958	L4W Lt.	2.75	2.35	3.3	10-18-55			
984+50	L4W Rt.	2.20	2.35	3.5	10-20-55			
*999	L4W Lt.	1.65	2.24	8.1	10-19-55			
*999	L4W Rt.	1.50	2.29	6.2	10-20-55			
1010	L4W Lt.	2.50	2.35	4.0	10-19-55			
1023	L4W Rt.	2.20	2.26	7.2	10-20-55			
1037	L4W Lt.	2.00	2.25	7.9	10-20-55			
*1045	L4W Lt.	1.75	2.27	7.3	10-21-55			
*1046	L4W Rt.	4.75	2.32	4.2	10-22-55			
1062	L4W Rt.	1.90	2.35	4.0	10-22-55			
1074	L4W Lt.	2.70	2.32	5.3	10-21-55			
1088	L4W Rt.	2.60	2.25	7.7	10-24-55			
1101	L4W Lt.	2.70	2.33	5.0	10-24-55			
620	L4E Rt.	2.35	2.36	3.1	9-14-55			
*629	L4E Lt.	2.00	2.28	6.4	9-16-55			
*651	L4E Lt.	2.50	2.24	7.4	9-14-55			
659	L4E Lt.	2.30	2.29	6.2	9-14-55			
*679	L4E Rt.	1.85	2.25	5.9	9-9-55			
*682	L4E Lt.	2.00	2.26	8.6	9-14-55			

Form E-46

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET 2 OF .... SHEETS

Willamette River - Crosby Road - Prefix 24-1078

Stations 614 + 30 - 1105

Station	Line	Thickness "	Sp. Gr.	% Voids	Placed			
*696	L4E C.	2.25	2.25	7.9	9-12-55			
711	L4E C.	1.90	2.32	5.8	9-12-55			
724	L4E Rt.	1.90	2.41	1.7	9-9-55			
*740	L4E C.	1.25	2.26	7.2	9-10-55			
*751	L4E Rt.	2.35	2.25	8.8	9-7-55			
763	L4E Lt.	1.90	2.36	3.8	9-10-55			
776	L4E C.	2.00	2.29	7.3	9-8-55			
*791	L4E Lt.	1.50	2.19	10.9	9-8-55			
*791	L4E Rt.	2.10	2.24	7.6	9-6-55			
802	L4E Rt.	1.80	2.39	2.9	9-6-55			
815	L4E Lt.	2.10	2.37	4.3	9-8-55			
*828	L4E Rt.	2.35	2.26	7.7	9-6-55			
841	L4E C.	1.90	2.31	5.5	9-7-55			
853	L4E Rt.	2.40	2.35	4.5	9-6-55			
867	L4E Lt.	1.60	2.32	5.8	9-6-55			
880	L4E C.	2.10	2.37	3.5	9-3-55			
893	L4E Rt.	2.20	2.39	1.2	9-2-55			
906	L4E Lt.	1.90	2.35	4.5	9-6-55			
919	L4E C.	2.00	2.35	3.5	9-2-55			
930	L4E Rt.	1.90	2.38	2.6	9-1-55			
*940	L4E Lt.	2.10	2.25	7.9	9-3-55			
*940	L4E C.	2.50	2.22	8.9	9-2-55			
*975	L4E C.	2.60	2.25	9.5	9-26-55			
*988	L4E It.	1.75	2.29	7.1	10-5-55			
*992+50	L4E Rt.	2.25	2.24	6.1	9-24-55			
1010	L4E Lt.	1.80	2.23	10.0	10-3-55			

Form E-40

OREGON STATE HIGHWAY DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET 4 OF .... SHEETS

Willamette River - Crosby Road - Prefix 24-1078

Stations 614 + 30 - 1105

Station	Line	Thickness "	Sp. Gr.	% Voids	Placed			
1023	I4E Lt.	1.70	2.30	7.4	10-3-55			
1035	I4E Lt.	1.80	2.32	6.5	10-3-55			
1043	I4E Rt.	2.00	2.15	12.0	9-28-55	Area of first distress		
*1050	I4E Lt.	1.60	2.29	6.4	10-3-55			
*1050	I4E C.	1.50	2.27	6.6	9-30-55			
*1053+50	I4E Rt.	2.75	2.25	9.5	9-28-55			
*1069	I4E Rt.	2.35	2.26	7.0	9-29-55			
1074	I4E Lt.	1.25	2.09	14.9	9-30-55	Area of first distress		
1075	I4E Lt.	1.10	2.20	11.2	9-30-55			
*1079+50	I4E Rt.	1.75	2.26	8.8	9-23-55			
1088	I4E Lt.	2.10	2.30	7.4	9-30-55			
1100	I4E Lt.	1.00	2.00	17.8	9-29-55	Area of first distress		
1101	I4E Lt.	1.75	2.30	5.7	9-29-55			

* Cores taken during construction

Average of samples without traffic	2.268	Sp. Gr.
	7.079	% Voids
	2.13 "	Thickness
Average of samples after traffic	2.329	Sp. Gr.
	5.215	% Voids
	2.03 "	Thickness

Cores from stations 1043, 1074, and 1100 I4E not included in averages.

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Salem, Oregon
December 23, 1955

Pavement tests

Mr. R. H. Baldock
State Highway Engineer
Office

I am attaching a report from Mr. Harra and Mr. White covering two or three rather minor pavement failures on the Portland-Salem Freeway.

The failures on the Willamette River-Crosby Road Section are both in the portions of the freeway where only the base course has been laid. At two of these places the base-course thickness is not up to the 2 inches specified in the contract, due to irregular finishing of the subgrade. One of these failures is over an area of about 4' x 6', and the other two are even smaller. Also, in Mr. White's report you will note some deflection tests made at two points on the Hayesville-Concomley Road Section. One of these is in the Labish Section, and the other is in an adjacent section where no distress has been noticed. Undoubtedly this is due to the quality of the subgrade as the deflection at Labish is approximately 50 per cent more than at the section where no distress was noted.

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

Attach.

FORM 530—50M—4-54—74386

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

December 7, 1955

SUBJECT: Pavement distress-Willamette
River-Crosby Road Section

To: G. S. Paxson
Office

Recently some pavement breakup has occured in the east lane of the Willamette River - Crosby Road section. These locations are in the part that is presently being used under two-way traffic. Cores were cut from adjacent areas of the locations of distress and pieces of the broken pavement were taken for analysis. Investigation of this material gave the following results.

Analysis of broken pavement pieces.

Location			
Station	1043	1074	1097
East lane	Right	Center	Left
% Retained on ½"	10.6	15.0	13.2
¼"	28.0	25.8	27.3
#4	9.3	5.8	8.4
#10	16.4	19.9	14.4
#40	11.7	9.1	10.1
#80	6.0	5.5	7.0
#200	4.1	5.1	4.7
P.#200	7.8	8.1	8.5
Asphalt	6.1	5.7	6.4

Pavement Cores

Location	Same	Same	Same
Thickness	2"	1¼"	1" scant
Permeability,cc per 10 min. (Corrected to 12" dia.)	135	6147	6516
Apparent sp. gr.	2.15	2.09	2.0
% Voids	12.0	14.9	17.8

Pavement and paving data.

Permanent deflection	1/4"	None	None
String measurement transversely across pavement			
Date Placed	9/28/55	9/29/55	9/29/55
Weather	3 hr. operation stopped by rain.	Cloudy	Cloudy

FORM E-30 25M 6-51 40713

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

SUBJECT:

Page 2

To: G. S. Paxson

Included with this report are the results of tests showing deflections of pavement under load at other points on this section, and on the Concomley Road - Hayesville section. Because of traffic the study was made on that under one way travel.

The significance of the test results would seem to indicate certain structural inadequacies and imperfections.

1- Slightly higher dust content than desirable for good flexibility.

2- The sub-base or base material had insufficient compaction. The permanent deflection of ¼" as measured by a string across the panel, and the lack of recovery indicates in the deflection measurements, for both the distressed and undistressed points, that further sub-base compaction or aggregate particles orientation will continue to occur under traffic. From the results of the W. A. S. H. O. Test Road it appears that the limit of deflection which a pavement can withstand is less than 0.1 inch.

3- Pavement composed of 3/4" maximum size material cannot be compacted to proper density when laid less than 1½"inches because of improper screed action and spreading of the mix under the roller.

4- Rain may have had an effect in hastening the cooling of the pavement laid Sept. 28th thus preventing good compaction. Placing of pavement was from Sta. 1027 to Sta. 1053+50 rt. before stopping because of rain.

G. W. Harra

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OFFICE OF
STATE HIGHWAY ENGINEER

cc: W. C. Williams

Preliminary Deflection Measurements

Using Benkleman Beam

These measurements were made at two locations on the Willamette River-Crosby Road Unit and at two locations on the Haysville-Concomley Road Unit of the Salem-Portland Expressway for the purposes of determining the efficiency of the laboratory built beam and of determining the range of deflection that might be expected.

On the North Unit three readings were taken adjacent to a small failure in the pavement and three, 25 feet away, where there was no failure. The pavement on this unit consists of base course only.

On the South Unit one reading was taken at an undistressed point and one at the Lake Labish failure. No pavement thickness measurements were made at any of the points tested.

Willamette River - Crosby Road

Station	Lane	Axel Load	Deflection	Recovery in one Min.
810+50	N. Bound Rt. Lane	20,200 lbs.	0.193 inch	None
"	" "	"	0.211 "	"
"	" "	"	0.213 "	"
810+25	" "	"	0.092 "	.036 inch
"	" "	"	0.108 "	.041 "
"	" "	"	0.097 "	.034 "

Haysville - Concomley Road

Station	Lane	Axel Load	Deflection	Recovery in one Min.
1776	S. Bound Lt. Lane	"	0.065 "	.056 "
Labish Breakup	"	"	0.095 "	.039 "

The uniformity of these measurements would indicate the instrument to be sufficiently reliable to warrant further tests. Also, since there was not movement of the dial in the first three feet of approximately 7 feet of truck travel to the point of measurement, the procedure would appear to be valid.

It is planned to make deflection tests on the several cinder pavements later in the week provided the snow is cleared off the pavement.

Oscar A. White

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SP. 334 (12)
4248

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

Salem, Oregon
November 28, 1955

SUBJECT: Willamette River-Crosby Rd.
Portland-Salem Expressway
Contract No. 4248

To:
Mr. J. D. Walker
Division Engineer

Reference is made to Laboratory Report No. 384417, dated November 23, 1955, showing an excess of 11% passing the #10 in the ¼"-#10 crushed gravel material being produced under this contract.

Will you please instruct the resident engineer to tighten up on his inspection of this material so that satisfactory material may be produced.

Also, please have him mark samples of this material taken after corrective action so that it is clear that they represent corrected material.

L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

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4248

W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 28, 1955

SUBJECT: Willamette River-Crosby Rd.
Portland-Salem Expressway
Contract No. 4248

To:

Mr. J. D. Walker
Division Engineer

Reference is made to Laboratory Reports 380391 and 380395, dated November 22, 1955, showing that the 3/4"-1/4" material is ± 2% deficient on the ½-inch screen and the ¼"-#10 material has about 3% excess passing the #10 sieve.

While these deficiencies are small and may be within the range of probable error of sampling, they are invited to your attention to emphasize the importance of careful sampling and close inspection of aggregate plant operation.

Will you please instruct the resident engineer to tighten his inspection and obtain his samples from the bunkers with care so that they be representative of the desired material produced.

Also, please have the resident engineer mark samples of this material taken after corrective action to clearly show that they represent corrected material.

L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

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FORM E-30X 87½ 9-54 78730

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4248

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 15, 1955

SUBJECT: Willamette River-Crosby Rd.
Portland-Salem Expressway
Contract No. 4248

To:

Mr. J. D. Walker
Division Engineer

Reference is made to Laboratory Report No. 379885, dated November 14, 1955, showing a 13% deficiency of material retained on the ½-inch screen required for Class "B" Asphaltic Concrete Aggregate under Section 2.18.6, page 80 of the Standard Specifications.

Will you please have the resident engineer take such corrective action as will produce enough material passing the ½-inch screen to satisfy the specifications.

Also, please have the resident engineer mark his samples so as to clearly show that they represent corrected aggregate.

L. H. Young
L. H. Young
Ass't. Construction Engineer

NOTED
W. C. WILLIAMS

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

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ENGINEER

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NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 26, 1955

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OCT 26 1955
OFFICE OF
STATE HIGHWAY ENGINEER

SUBJECT:

To: Mr. G. S. Paxson
Assistant Highway Engineer

I wish to bring to your attention a flagrant violation of orders and complete disregard of authority by both a contractor's superintendent and a State of Oregon street inspector.

On October 25th at approximately 8:30 A.M., after a consultation between the paving plant inspector and the street inspector, concerning rain, the paving operation being conducted by Warren Northwest on the Willamette River-Crosby Road section was stopped. Immediately thereafter the contractor's superintendent and plant foreman made a trip to the street and on return to the plant stated to the plant inspector that they had permission from the street inspector to start the plant again. They were informed that the plant was shut down.The plant inspector then returned to the Salem office. However, at the time of his leaving he noted that conveyors at the plant were being started.

I returned from a trip to the Goshen area shortly after 2:00 P.M. yesterday, at which time I was advised that paving was continued throughout the day in spite of a heavy and continuous rain. I went at once to the job and found that the work had just been completed. It was very definitely raining then and had been throughout the day. I demanded an explanation by the superintendent and street inspector of their action. I was informed that the street inspector called the Division office about 9:00 and that he was told that it was imperative to finish the short section prior to Nov. 1st. My reply was that it was well known that no work was to be done during such weather. Furthermore, I stated that I expected no recurrence of such action and that the contractor could be expected to comply in all ways with specifications and methods pertaining to paving on all subsequent work.

The work done during the rain was only for the benefit of Warren Northwest and definitely not in the best interest of the State. Since there was no plant inspection after mixing the first 124 tons of asphaltic concrete there is no knowledge of the quality of the mixture thereafter. Because of this and the violation of orders, I recommend that pay be withheld for all tonnage after the first 124 tons until, after an extended service period, it is determined that the pavement is of sufficient quality to justify payment thereof.

G. W. Harra
G. W. HARRA

NOTED
G. S. PAXSON

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SEP 29 1955
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WARREN NORTHWEST INC.
PORTLAND, OREGON

NOTED
W. C. WILLIAMS

September 27, 1955

PLEASE RETURN TO
W. C. WILLIAMS

Mr. J. D. Walker, Division Engineer
Oregon State Highway Department
Salem, Oregon

COPY

Dear Sir:

I wish to acknowledge receipt of a copy of the letter addressed to Newport Construction Company September 19, 1955, in which you refer to the asphaltic concrete base course pavement being laid by our Company as subcontractor on the Willamette River-Crosby Road Section of the Portland-Salem Expressway, Contract No. 4248.

With reference to the second paragraph of your letter, this job was originally awarded on a pavement width of 24 feet for the base course and 32 feet for the top course which would have required two 12 foot panels for the base course and three panels for the top course. When this width was changed to 28 feet for both base and top, we agreed as long as the change would not cost us any more than what we had originally figured in our contract. Changing one of our Barber Green finishing machines to 14 feet will cost us approximately $1,000.00. However, inasmuch as we have always tried to be cooperative with the Highway Department to obtain better work, we agreed to furnish this special equipment on the job although the specifications do not call for this type of machine. The machine that was being complained of was replaced as soon as we had another machine available, this being on September 10th. The first machine worked only seven days on this project. However, due to the unevenness of the grade on which we were laying, not much if any difference could be noted and we do not believe that the 14 foot machine could have done any better on the subgrade on which we were laying. As brought out in our discussion in Mr. Baldock's office yesterday morning, the finished primed grade was not finished to blue tops and due to this and settlement caused by truck traffic hauling over this surface, a much distorted surface developed. It was impossible for us to remove all of this unevenness while laying the base course to a calculated tonnage per panel section.

Because of this condition we cannot accept the responsibility for the unevenness of this base referred to in the last paragraph of your letter. However, I believe that most of these conditions will be corrected when grades are set as instructed by Mr. Baldock before the surface is laid next spring.

Yours very truly,
WARREN NORTHWEST, INC.

J. R. Windinger,
President

JRW:ds
cc: Newport Construction Co., Portland, Oregon
W. C. Williams, Oregon State Highway Department
H. C. Smith " " " "
Glen Starkey " " " "

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STATE HIGHWAY COMMISSION

FORM 8-125 20M REVISED 2-55

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OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

September 19, 1955

W. C. WILLIAMS

Newport Construction Company
7031 N. E. Halsey Street
Portland, Oregon

Gentlemen:

Your attention is called to the condition of the asphaltic concrete base course which your sub-contractor has been laying on the Willamette River-Crosby Road Section of the Portland-Salem Expressway, Contract No. 4248.

The base course was laid in three strips with a paving machine which was in poor mechanical condition and not capable of producing a smooth finished surface.

In order to expedite the work use of this machine was permitted with the understanding that a machine capable of laying a 14-foot strip and in good mechanical condition would be substituted as soon as it could be made available. I understand this has been done, but the fact remains that there is still considerable rough base course.

When the top course is laid you will be expected to provide a mechanically sound machine and skillful operators capable of producing a smooth finished surface. Some patching may even be necessary on the base, and the contractor will be required to perform whatever work is necessary to attain a smooth riding roadbed.

Very truly yours,

J. D. Walker
Division Engineer

JDW:fm

cc: Warren Northwest, Inc.
W. C. Williams
H. G. Smith
Glen Starkey

Form E-55—15M—7-55

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION

Laboratory Report

Project Willamette River-Crosby Road
Highway Portland-Salem Expressway
Contractor or Foreman Newport Const. Co. Contract No. 4248
Submitted by R. Van Pelt
Paving Crew No.

Prefix No. 24-1078
County Marion, Clack.
F. A. Project No. FI 324(10)
Date reported Sept. 20, 1955

REPORT ON SAMPLE OF BITUMINOUS MIXTURE

Type
Asphaltic cement Grade
Weather Date laid Sept. 14, 1955
Sampled by R. Van Pelt Date sampled Sept. 15, 1955
Remarks:

Mixture B. Base
Location by mile Sta. 682+00 Left
Average thickness 2"
Date received Sept. 19, 1955

TEST RESULTS

Laboratory No. 375550
Data Sheet No.

Granulometric analysis:
Retained on *Per cent single sieve*

Screen opening: To ¼ in.
¼ in. and below:— Square

Core sample

Sp. Gr. after compression	2.26
Location	
Specific gravity agg.	2.65
% Voids after compression	8.6
Voids mineral aggregate	
Compaction	
Thickness	

REMARKS

Pass No. 200
Tar and/or bitumen
Aggregate passing No. 10 sieve:
Retained on *Per cent single sieve*
No. 40
No. 80
No. 200
Pass No. 200

RECOMMENDATIONS

TEST BEFORE DISTRIBUTION:
x Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Walker
x Resident Engineer Starkey
Dist. Maint. Supt.
Foreman
x Files
x Howard
x G. S. Paxson

G. W. Harra
Engineer of Materials

State Printing 87115

Form E-55—15M—7-53

FI-324(10)

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION

Laboratory Report

Project: Willamette River-Crosby Road
Highway: Portland-Salem Expressway
Contractor or Foreman: Newport Const. Co.
Contract No. 4243
Submitted by: R. Van Pelt
Paving Crew No.
Prefix No. 24-1078
County: Marion, Clack.
F. A. Project No. FI 324(10)
Date reported: Sept. 20, 1955

REPORT ON SAMPLE OF BITUMINOUS MIXTURE

Type
Asphaltic cement
Grade
Weather
Date laid Sept. 9, 1955
Date sampled Sept. 16, 1955
Sampled by: R. Van Pelt
Remarks:
Mixture: B. Base
Location by mile: Sta. 67?+00 Right
Average thickness: 1 7/8"
Date received: Sept. 19, 1955

TEST RESULTS

Laboratory No. 375549
Data Sheet No.

Granulometric analysis:
Retained on *Per cent single sieve*

Screen opening: To ¼ in.
¼ in. and below:— Square

Core
~~Cut~~ sample

Sp. Gr. after compression	2.25
Location	
Specific gravity agg.	2.65
% Voids after compression	5.9
Voids mineral aggregate	
Compaction	
Thickness	

REMARKS

Pass No. 200
Tar and/or bitumen
Aggregate passing No. 10 sieve:
Retained on *Per cent single sieve*
No. 40
No. 80
No. 200
Pass No. 200

RECOMMENDATIONS

TEST BEFORE DISTRIBUTION:
x Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Walker
x Resident Engineer Starkey
Dist. Maint. Supt.
Foreman
x Files
x Pierce
x O. E. Paxson

G. W. [illegible]
Engineer of Materials

State Printing 87115

Form E-55—15M—7-55

[illegible]

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION

Laboratory Report

Project Willamette R.-Crosby Road
Highway Portland-Salem Expressway
Contractor or Foreman Newport Const. Co. Contract No. 4243
Submitted by R. Van Pelt
Paving Crew No.

Prefix No. 24-1073
County Marion, Clack.
F. A. Project No. FI 324(10)
Date reported Sept. 20, 1955

REPORT ON SAMPLE OF BITUMINOUS MIXTURE

Type
Asphaltic cement Grade
Weather Date sampled Sept. 12, 1955
Sampled by R. Van Pelt
Remarks:

Mixture B. Base
Location by mile Sta. 696+00 Center
Average thickness 5.3
Date received Sept. 19, 1955

TEST RESULTS

Laboratory No. 375551
Data Sheet No.

Granulometric analysis:
Retained on *Per cent single sieve*

Pass No. 200
Tar and/or bitumen
Aggregate passing No. 10 sieve:
Retained on *Per cent single sieve*
No. 40
No. 80
No. 200
Pass No. 200

Screen opening: To ¼ in.
¼ in. and below:— Square
Core
Cut sample
Sp. Gr. after compression 2.25
Location
Specific gravity agg. 2.65
% Voids after compression 7.9
Voids mineral aggregate
Compaction
Thickness

REMARKS

RECOMMENDATIONS

TEST BEFORE DISTRIBUTION:
x Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Walker
x Resident Engineer Starkey
Dist. Maint. Supt.
Foreman
x Files
x Howard
x G. S. Paxson

G. W. Howe
Engineer of Materials

State Printing 87115

RECEIVED
1955
FOR FILING

BFI 334(10)

4348

2

H. R. NEWPORT
PRESIDENT-TREASURER

M. R. NEWPORT
VICE-PRESIDENT

NEWPORT CONSTRUCTION CO.
INCORPORATED 1904
GENERAL CONTRACTORS
7031 N. E. HALSEY STREET • PORTLAND 13, OREGON
KENWOOD 7050

file

February 24, 1955

PLEASE RETURN TO
W. C. WILLIAMS

R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

In belated answer to your letter of December 1st, 1954 concerning our contract for surfacing and paving the Willamette River-Crosby Road Unit of the Portland-Salem Expressway we report as follows:

1. Crushing plant is in operation at Wilsonville producing paving aggregate and should have this material in stockpile early in March.
2. We then plan to produce and stockpile the 3/4" - 0" material for the top course of surfacing at the crushing site; barring a serious breakdown this material should be in stockpile early in April.
3. We will then be ready to crush, haul, and place the base material. As you know, there is not one foot of subgrade ready to receive this material so any scheduling beyond this point is beyond our control.

We are buying 12 special hauling - spreading units for hauling and placing the road rock. To utilize this equipment properly and complete our work on time it is essential that we are able to make at least part of the long haul early in the year.

Please make every effort to have the grading and structures completed as soon as possible; at that time we will be able to advise you when we can complete our work.

Very truly yours,

NEWPORT CONSTRUCTION COMPANY

MR Newport

M. R. NEWPORT, Vice-President

REFERRED TO
Williams
Dy State Highway Engineer

RECEIVED

MRN:es

NOTED

[illegible] or grading

RECEIVED
DEC 6 - 1954
FOR FILING

[illegible]

December 1, 1954

Newport Construction Company
7031 N. E. Halsey Street
Portland 13, Oregon

Gentlemen:

Your Contract No. 4248 for paving the Willamette River-Crosby Road Unit of the Portland-Salem Expressway provides that the project shall be completed by October 31, 1955.

Considerable progress has been made on the grading of this section and it is contemplated sufficient finished roadbed can be made available for you to start surfacing operations as soon as weather conditions next spring permit.

This letter is to advise you that the Highway Commission is insistent that the project be completed within the allotted time and be opened to traffic immediately thereafter. The quantities involved are large and completion within the time limit will require careful planning, ample equipment and vigorous effort on the part of the contractor.

I would appreciate a letter from you setting forth your plans of operation together with a time schedule giving your estimated completion dates of the various items involved.

Very truly yours,

R. H. Baldock
State Highway Engineer

JDW:am
cc WCW
J D Walker

RECEIVED
JAN 10 1955
FOR FILING

FI-324 (10)
4248

January 5, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on December 30, 1954 on Contract No. 4248, Willamette River-Crosby Road Unit, Willamette River-Hayesville Section, in Marion and Clackamas Counties, in connection with Federal Aid Project No. BFI-324(10).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:ch

RECEIVED
OCT 4 - 1954
FOR FILING

[illegible]

September 30, 1954

Newport Construction Company
7031 NE Halsey Street
Portland
Oregon

Gentlemen:

We enclose herewith a fully executed copy of Contract No. 4248, which was awarded to you August 9, 1954 by the State Highway Commission, covering paving on the Willamette River-Crosby Road Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion and Clackamas Counties. This copy is for your files.

A copy of this contract is also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

G

August 11, 1954

Newport Construction Company
703 N. E. Halsey
Portland, Oregon

Gentlemen:

The State Highway Commission on August 9, 1954 awarded to you State Highway Contract No. 4248 for paving the Willamette River-Crosby Road Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway, south from the new Boone Bridge at Wilsonville in Marion and Clackamas Counties.

This award was based on your bid of $967,337.50 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

ehr

cc S. H. Probert
H. G. Smith
R. G. Savage, SIAC

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

REGON DISTRICT
FFI-[illegible]
4248

August 9, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract on Oregon Project BFI-324(10), Willamette River-Crosby Road Unit, on the Portland-Salem Expressway, Contract No. 4248, to Newport Construction Co., Portland, Oregon, low bidder in the amount of $967,337.50.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
AUG 16 1954
OREGON
STATE HIGHWAY COMMISSION

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

BFI-324-(10)
424P

July 23, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P.S. and E. documents for Oregon Project BFI-324(10), Willamette River-Hayesville Section of the Portland-Salem Expressway. This is to authorize your advertising for bids.

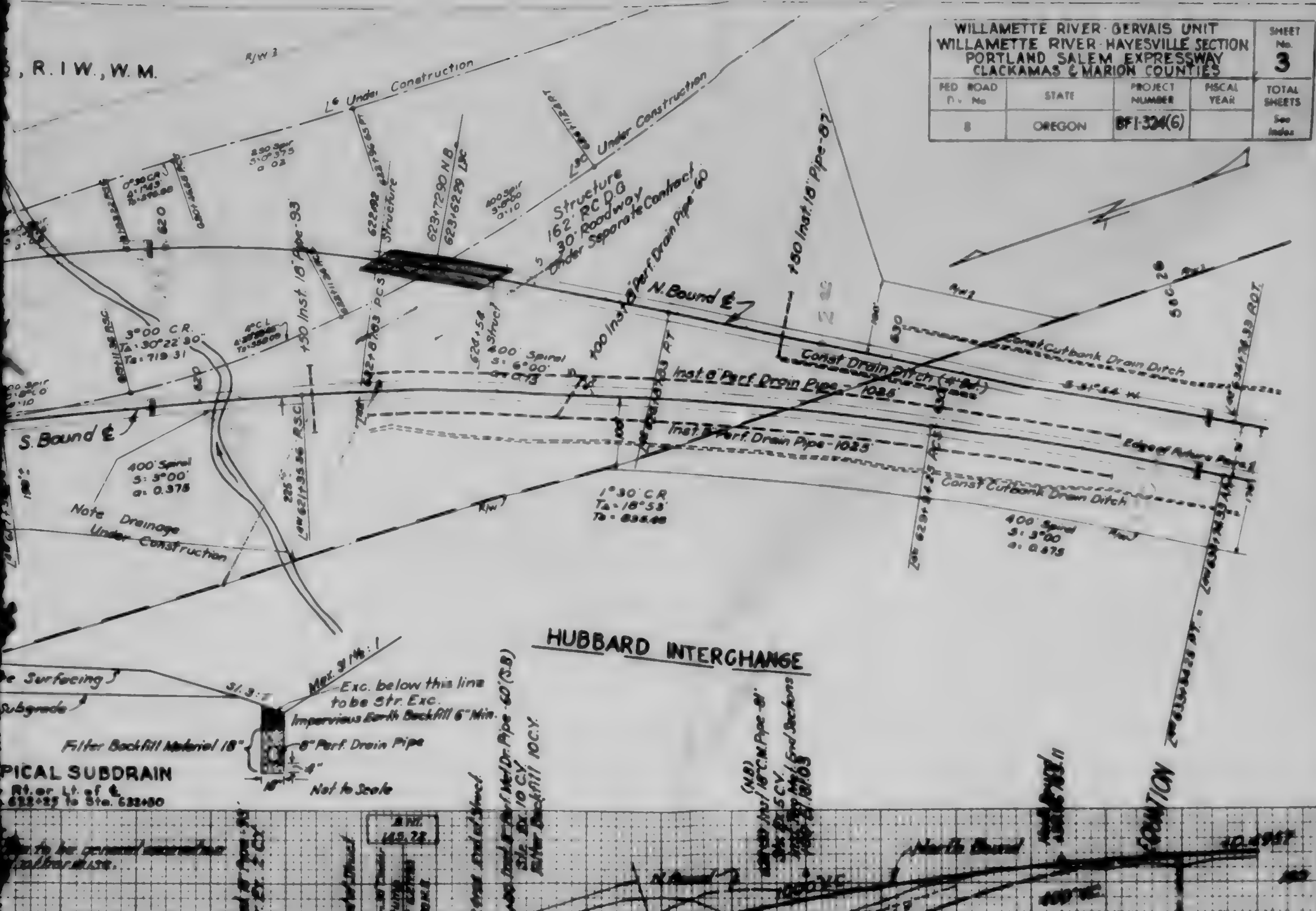
Very truly yours,

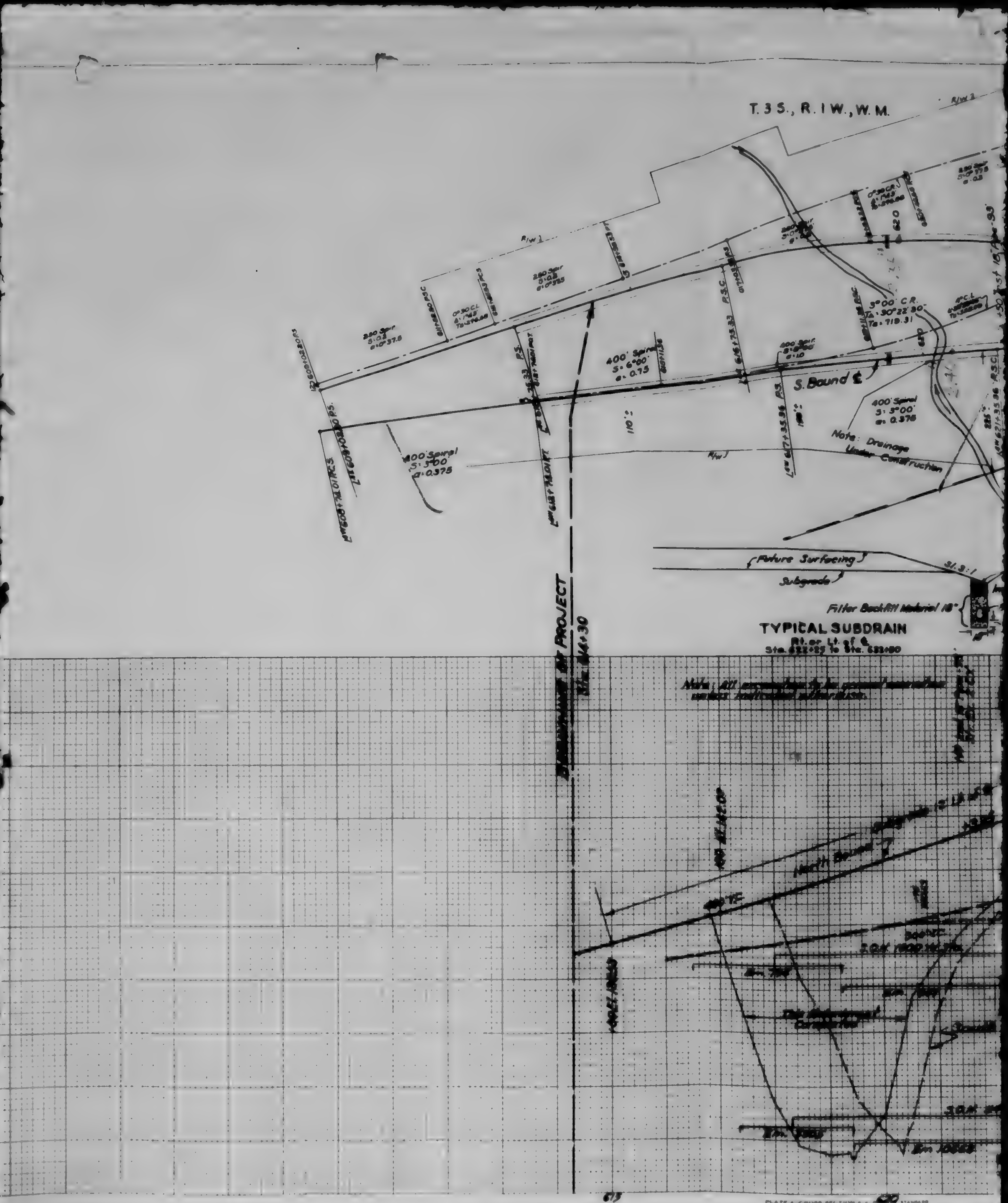
Polk

C. G. POLK
District Engineer

RECEIVED
JUL 30 1954
OREGON
STATE HIGHWAY COMMISSION

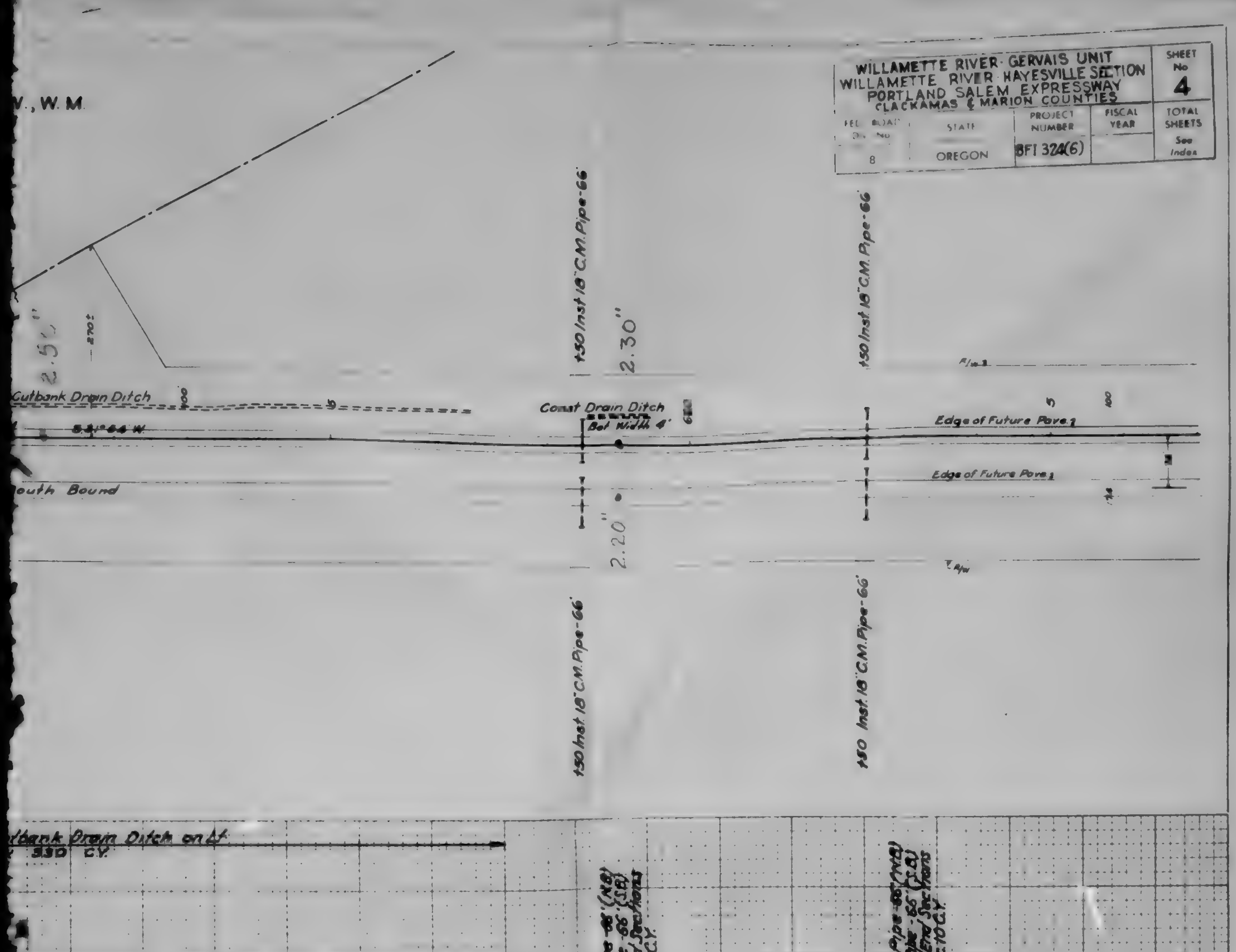
WILLAMETTE RIVER-GERVAIS UNIT WILLAMETTE RIVER-HAYESVILLE SECTION PORTLAND SALEM EXPRESSWAY CLACKAMAS & MARION COUNTIES				SHEET No. 3
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	BF1-324(6)		See Index

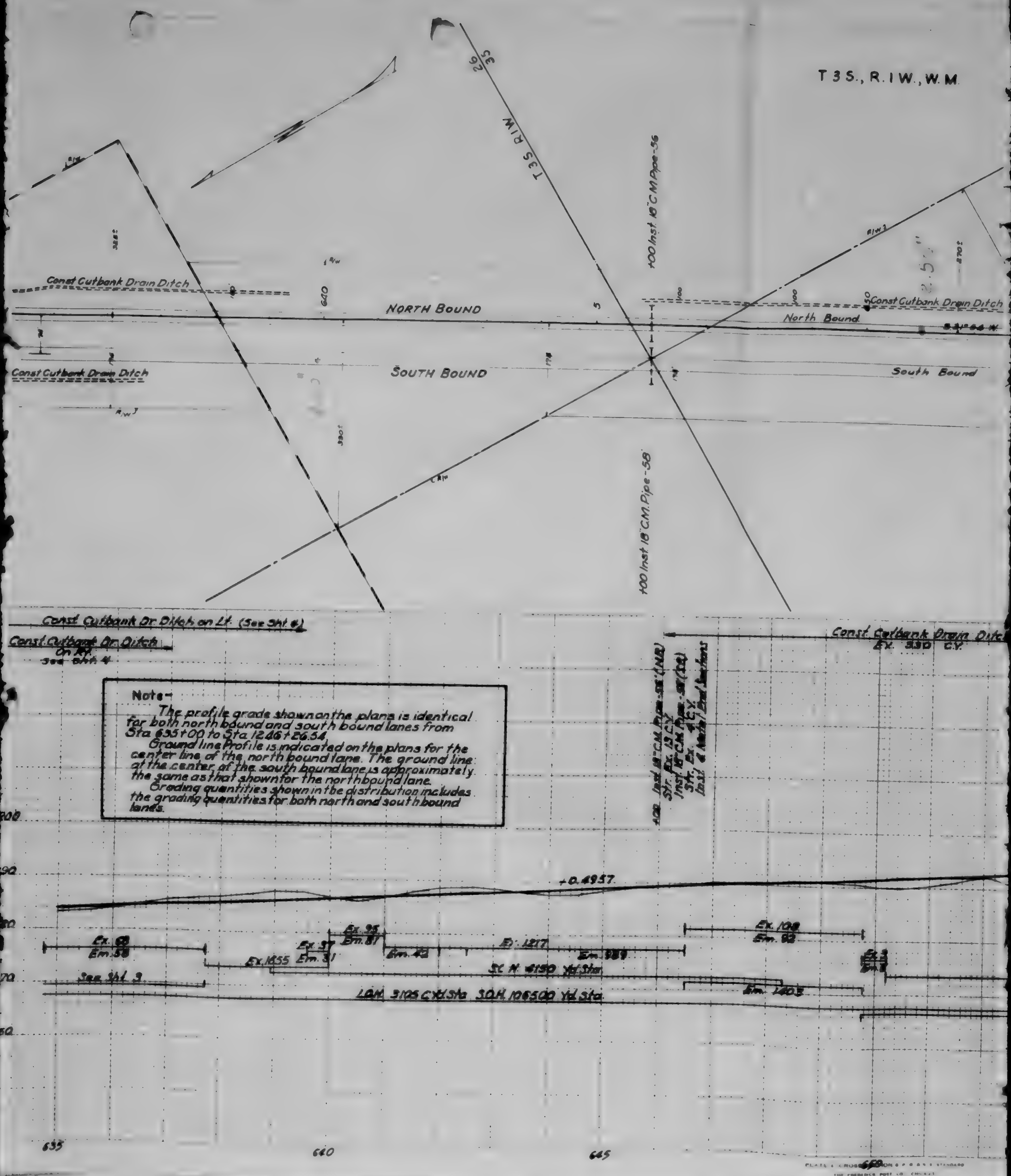




T. 3 S., R. 1 W., W. M.
R/W
250' Spir.
S: 0.3
400' Spiral
S: 6°00'
e: 0.75
400' Spiral
S: 3°00'
e: 0.375
P.S.
P.S.C.
0°30' C.L.
3°00' C.R.
Δ: 30°22'30"
T: 719.31
620
110'
S. Bound ℄
Note: Drainage Under Construction
Future Surfacing
Subgrade
Filter Backfill Material 18"
TYPICAL SUBDRAIN
Rt. or Lt. of ℄
Sta. 622+25 to Sta. 633+50
PROJECT
Sta. 614+30
North Bound
400' V.C.
300' V.C.

WILLAMETTE RIVER-GERVAIS UNIT WILLAMETTE RIVER-HAYESVILLE SECTION PORTLAND SALEM EXPRESSWAY CLACKAMAS & MARION COUNTIES				SHEET No 4
FED. ROAD DIV. No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	BFI 324(6)		See Index




T 3 S., R. 1 W., W.M.
26
35
T 3 S R 1 W
+00 Inst. 18" C.M. Pipe-56
Const Cutbank Drain Ditch
640
NORTH BOUND
SOUTH BOUND
Const Cutbank Drain Ditch
North Bound
South Bound
Const Cutbank Drain Ditch
+00 Inst. 18" C.M. Pipe-58
Const. Cutbank Dr. Ditch on Lt. (See Sht. 6)
Const. Cutbank Dr. Ditch On Rt. See Sht. 4
Const. Cutbank Drain Ditch
Ex. 330 C.Y.
+00 Inst. 18" C.M. Pipe-56 (N.B.)
Str. Ex. 13 C.Y.
Inst. 18" C.M. Pipe-58 (S.B.)
Str. Ex. 4 C.Y.
Inst. 4 Metal End Sections
+0.4957
Ex. 68
Em. 58
Ex. 37
Em. 31
Ex. 95
Em. 81
Ex. 1655
Em. 42
Ex. 1217
Em. 989
Ex. 108
Em. 92
SC H. 4150 Yd. Sta.
See Sht. 3
LOH. 3105 C.Yd. Sta. SOH. 106500 Yd. Sta.
Em. 1403
635
640
645
650

Note-

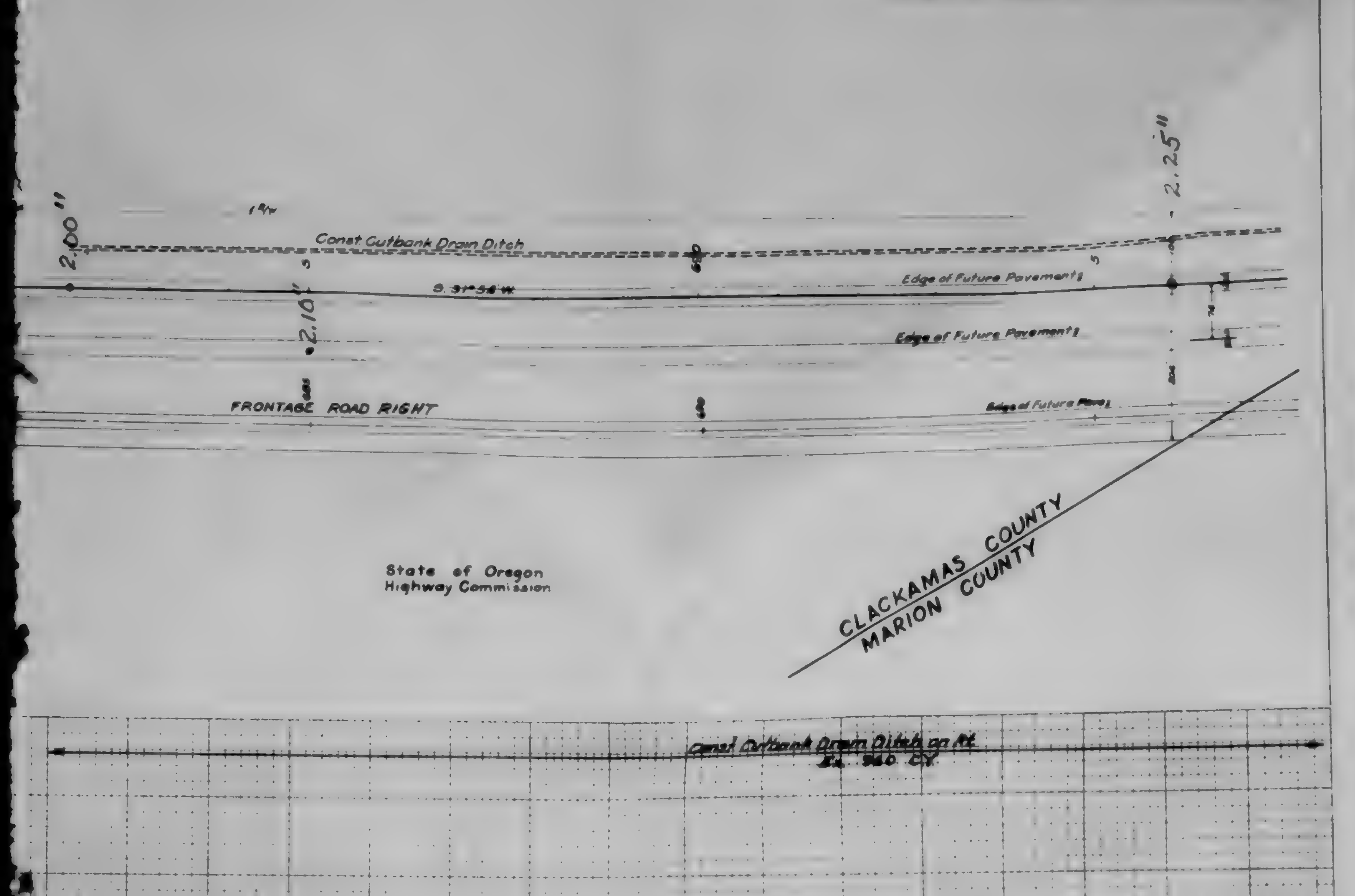
The profile grade shown on the plans is identical for both north bound and south bound lanes from Sta. 635+00 to Sta. 1246+26.54.

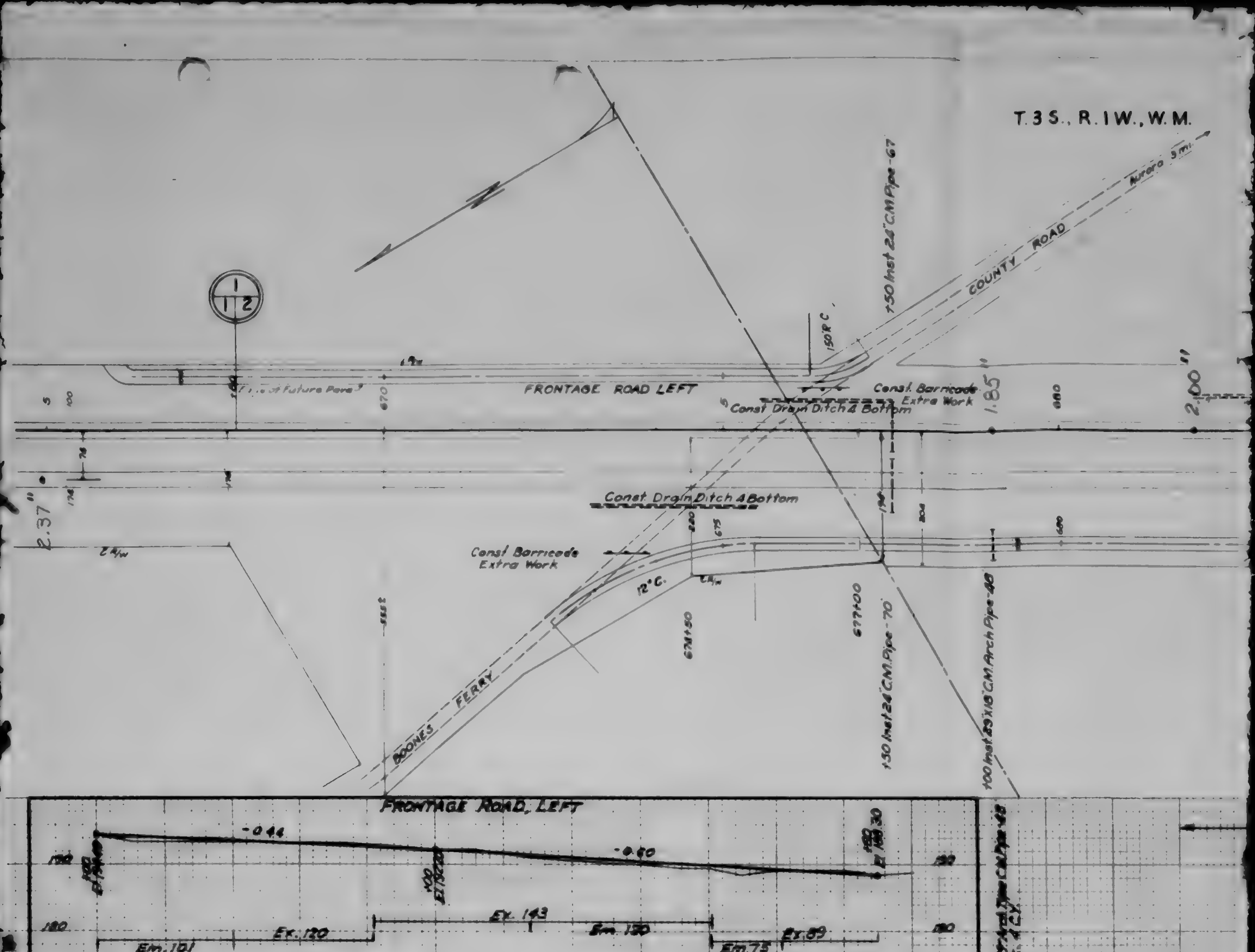
Ground line Profile is indicated on the plans for the center line of the north bound lane. The ground line at the center of the south bound lane is approximately the same as that shown for the north bound lane.

Grading quantities shown in the distribution includes the grading quantities for both north and south bound lanes.

WILLAMETTE RIVER-GERVAIS UNIT WILLAMETTE RIVER-HAYESVILLE SECTION PORTLAND SALEM EXPRESSWAY CLACKAMAS & MARION COUNTIES				SHEET No. 5
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	BF1-324(6)		See Index

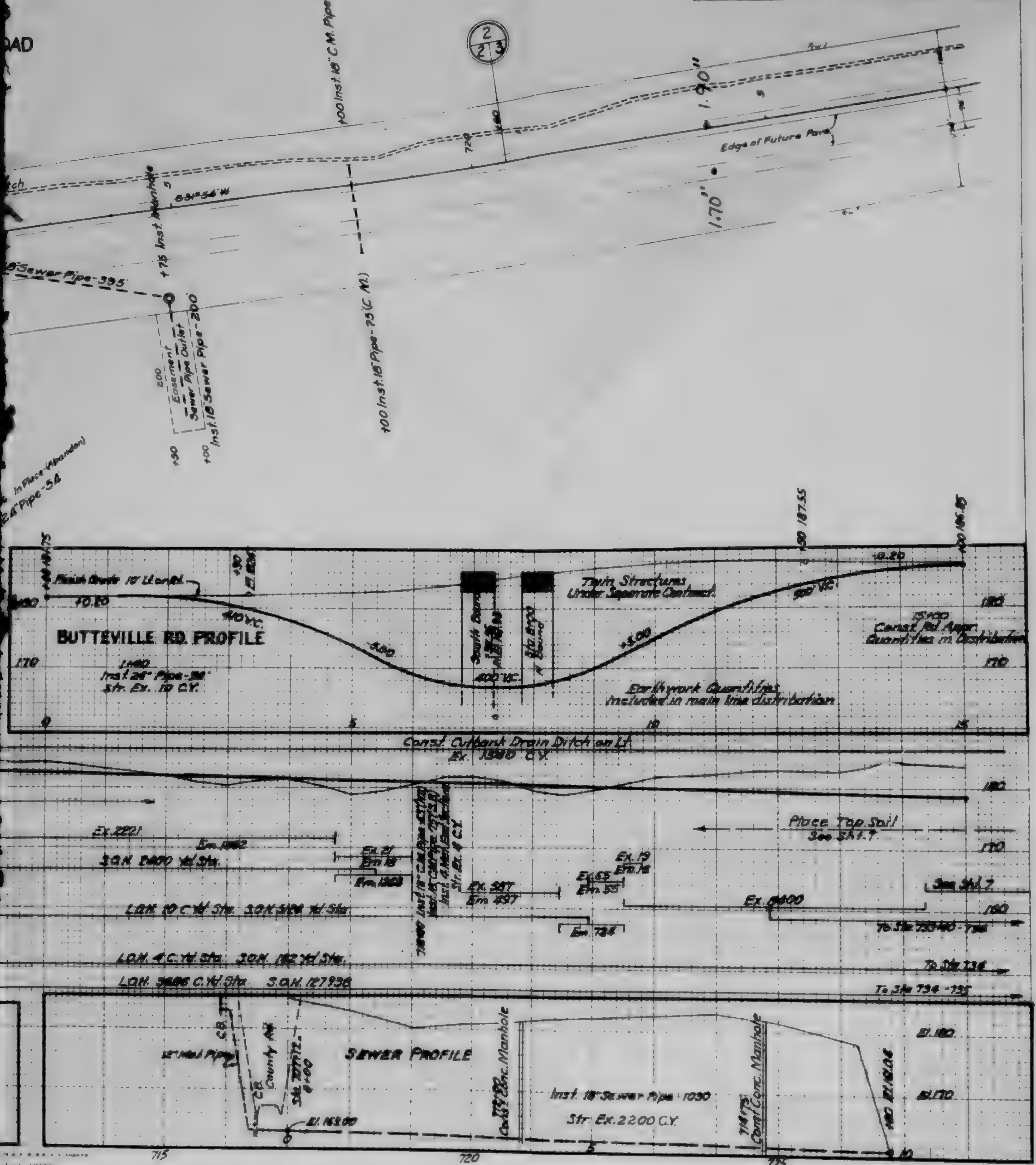
W. M.




T.3S., R.1W., W.M.
COUNTY ROAD
Aurora 3mi.
150 Inst. 24" C.M. Pipe -67
150' R.C.
FRONTAGE ROAD LEFT
Const. Barricade Extra Work
Const. Drain Ditch & Bottom
1.85
2.00
2.37
670
680
Const. Drain Ditch & Bottom
Const. Barricade Extra Work
12° C.
BOONES FERRY
674+50
677+00
150 Inst. 24" C.M. Pipe -70
100 Inst. 29"x18" C.M. Arch Pipe -80
FRONTAGE ROAD, LEFT
-0.44
-0.60
Ex. 143
Ex. 120
Em. 101
Em. 130
Em. 75
Ex. 59
665
670
675
678+00 Inst. 29"x18" Arch Pipe C.M. Pipe -48
Str. Ex. 4 C.Y.
-0.26
Dr. Ditch Rt.
Dr. Ditch Lt.
Const. Dr. Ditch Rt.
Ex. 23 C.Y.
Bottom Width 4'
1½:1 Slopes
Const. Dr. Ditch Lt.
Ex. 15 C.Y.
Bot. Width 4'
1½:1 Slopes
677+50
Str. Ex. 10 C.Y.
Ex. 219
Em. 186
Ex. 458
Em. 387
Em. 12288
-0.30
200' V.C.
Ex. 82
Em. 69
Em. 25
Em. 514
Ex. 606
665
670
675
680

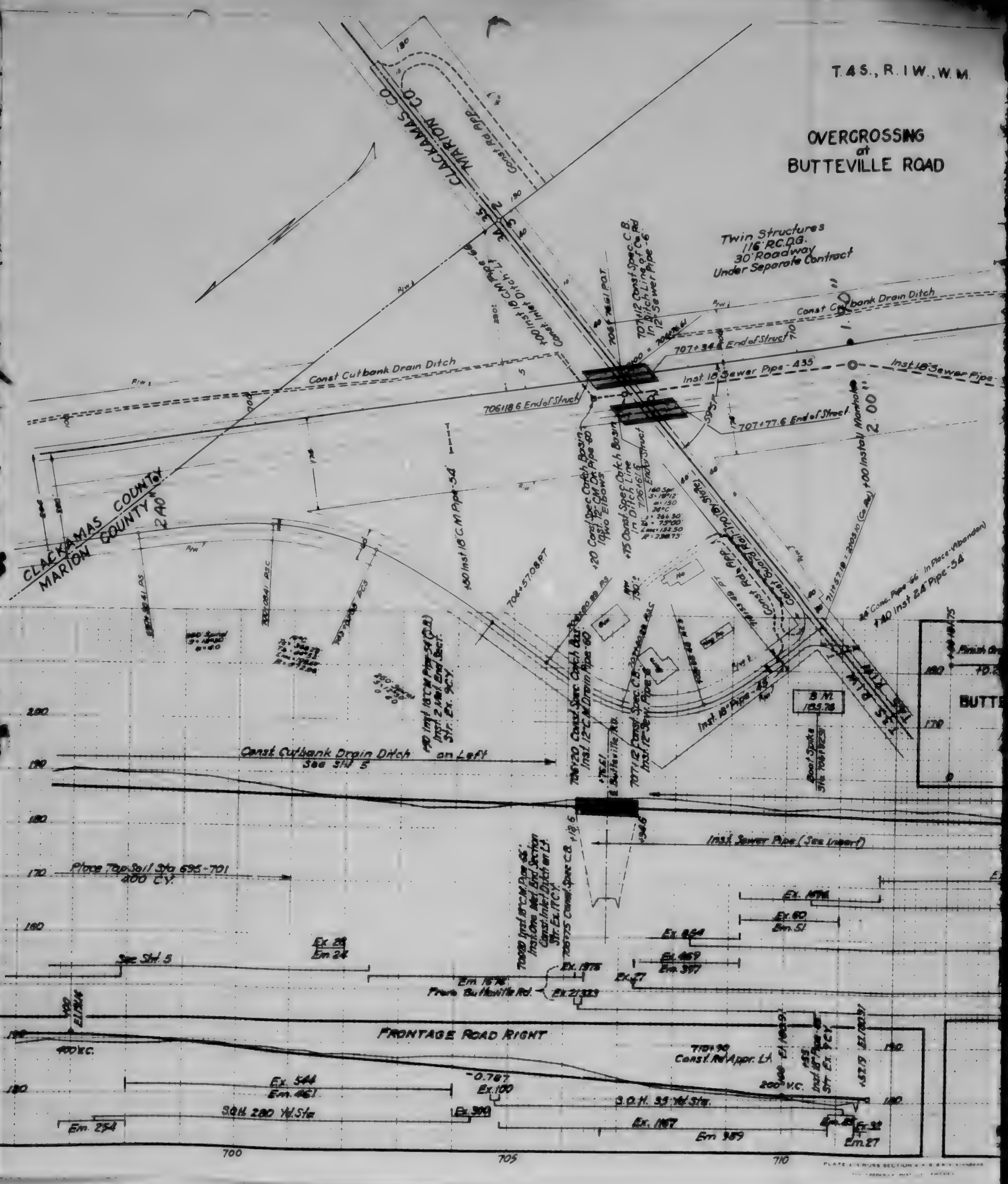
WILLAMETTE RIVER- GERVAIS UNIT
WILLAMETTE RIVER-HAYESVILLE SECTION
PORTLAND SALEM EXPRESSWAY
CLACKAMAS & MARION COUNTIES

FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No 6 TOTAL SHEETS
8	OREGON	BF1-324(6)		See Index



T.4S., R.1W., W.M.

OVERCROSSING at BUTTEVILLE ROAD



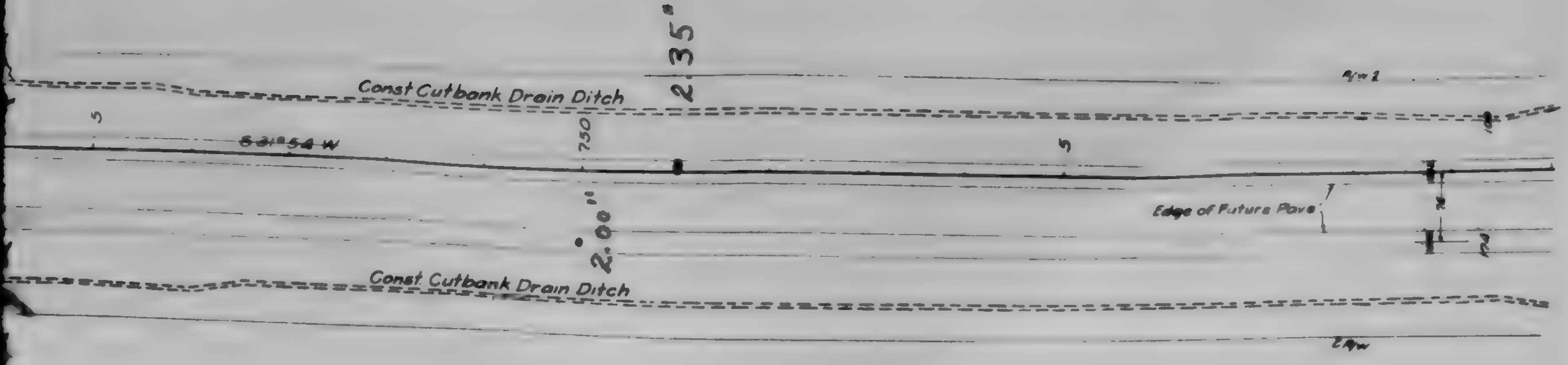
W. M.

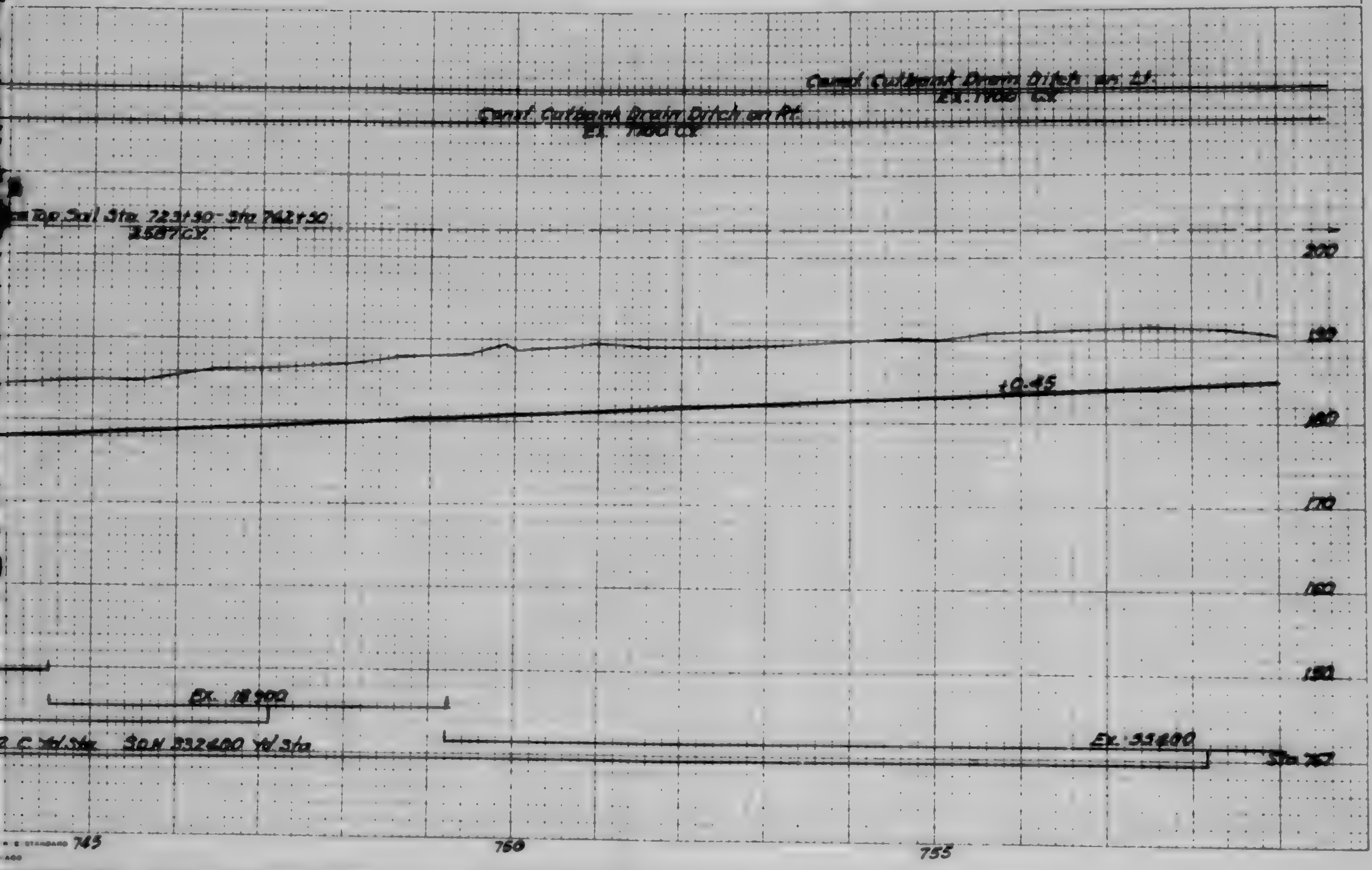
WILLAMETTE RIVER- GERVAIS UNIT
WILLAMETTE RIVER-HAYESVILLE SECTION
PORTLAND SALEM EXPRESSWAY
CLACKAMAS & MARION COUNTIES

SHEET No 7

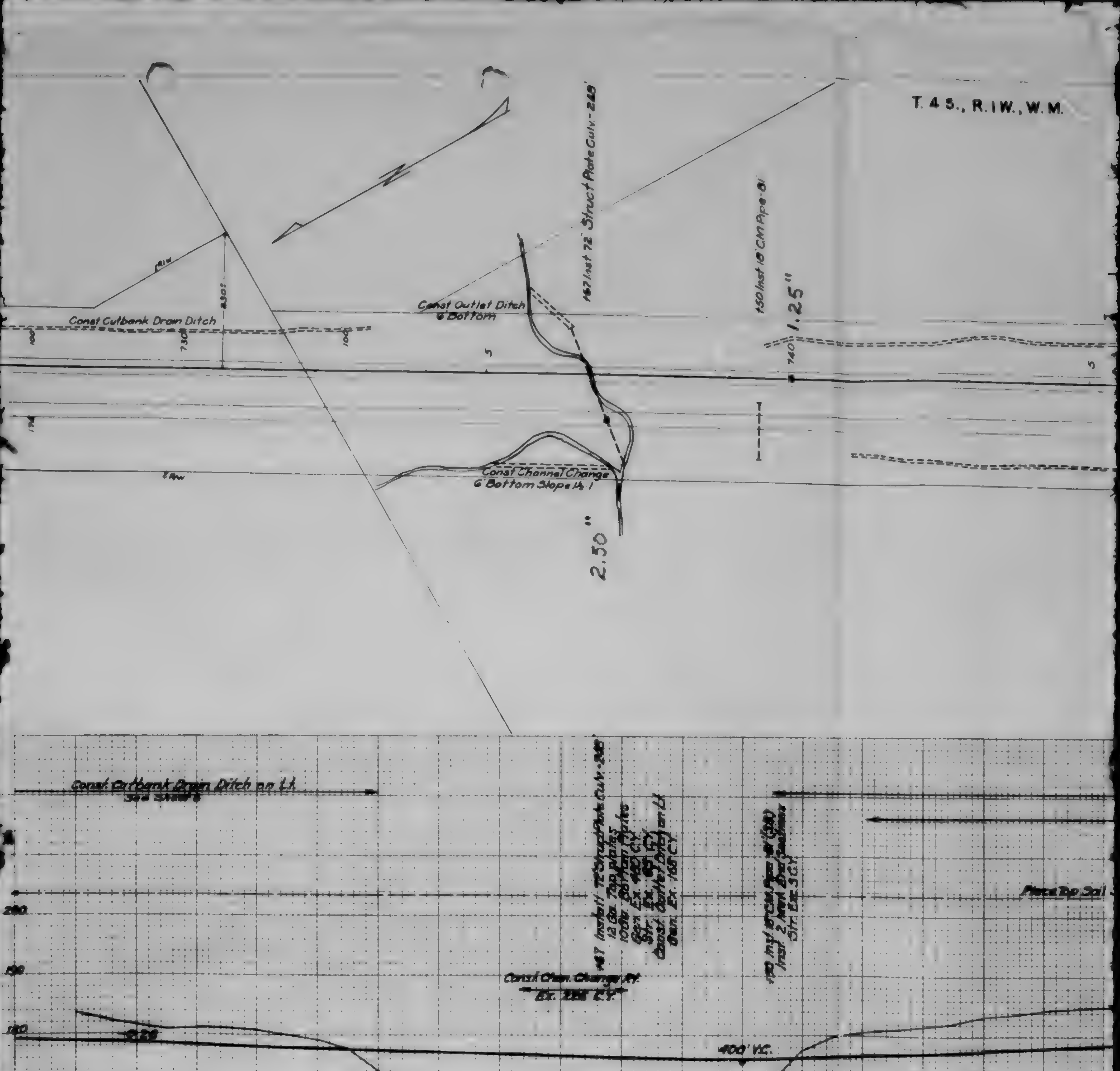
FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	BF1-324(6)		See Index

State of Oregon
Highway Commission

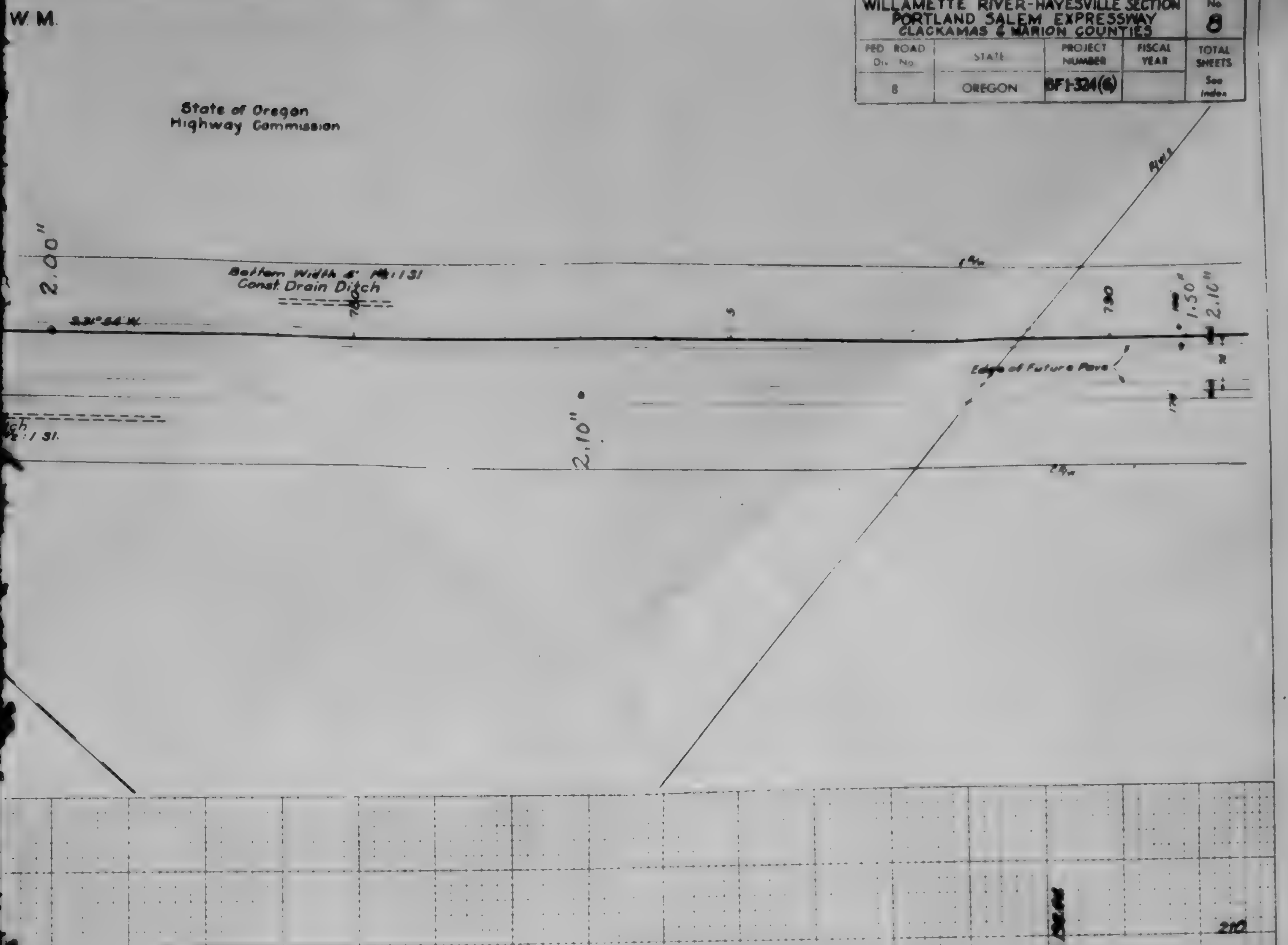


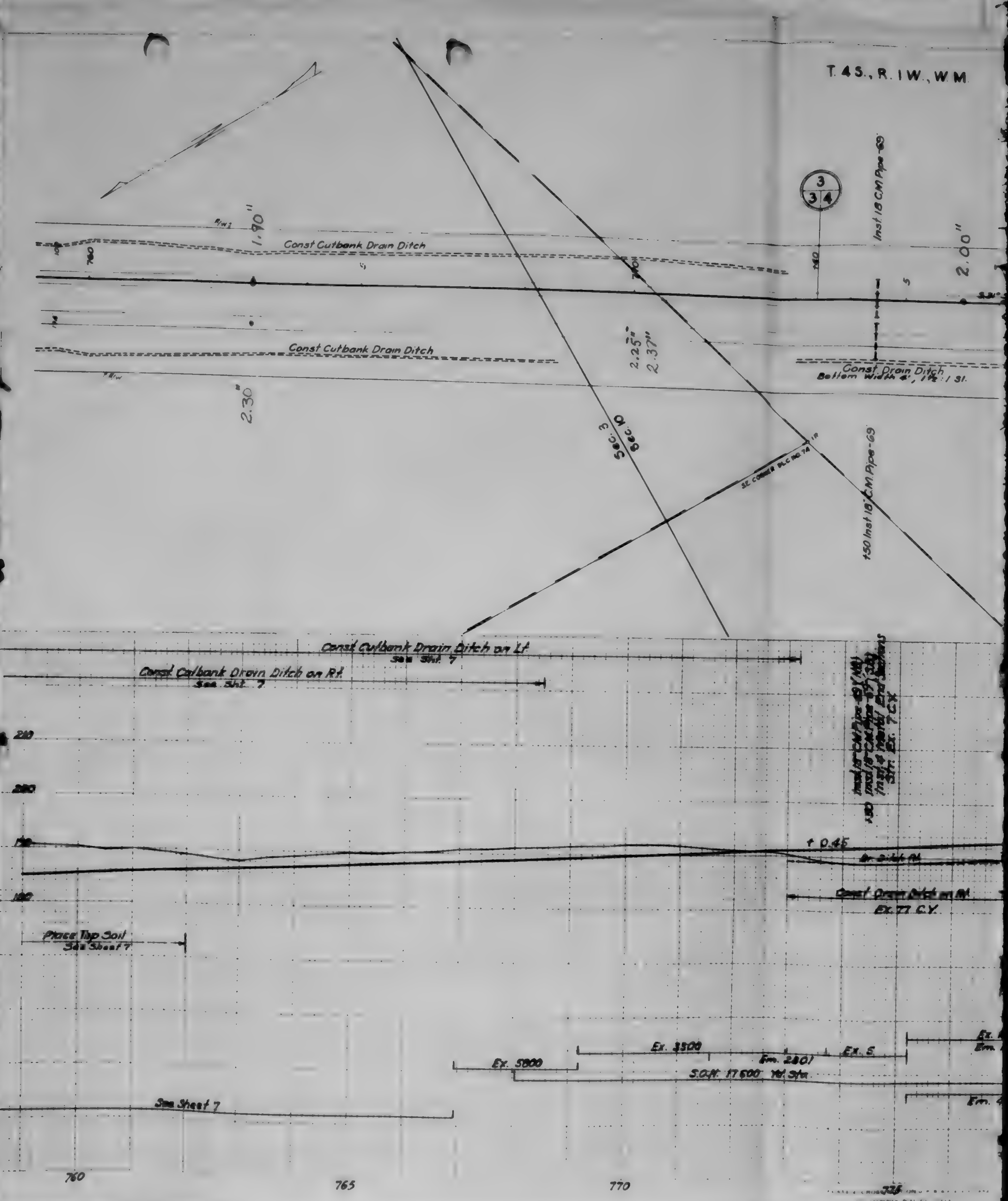


Const. Cutbank Drain Ditch on Lt.
Ex. 1700 C.Y.
Const. Cutbank Drain Ditch on Rt.
Ex. 1700 C.Y.
Top Soil Sta. 723+50 - Sta. 762+50
2587 C.Y.
200
190
+0.45
180
170
160
150
Ex. 18900
2 C Yd/Sta. 30 N 332400 Yd/Sta.
Ex. 33400
Sta. 760
745
750
755


T. 4 S., R. 1 W., W. M.
167 Inst 72" Struct Plate Culv - 225'
150 Inst 18" CM Pipe - 81'
1.25"
2.50"
Const Cutbank Drain Ditch
Const Outlet Ditch
6' Bottom
Const Channel Change
6' Bottom Slope 1½:1
730
740
5
100
Const. Cutbank Drain Ditch on Lt.
See Sheet 6
167 Install 72" Struct Plate Culv - 225'
12 Ga. Top plates
10 Ga. Bottom Plates
Gen. Ex. 485 C.Y.
Str. Ex. C.Y.
Const. Outlet Ditch on Lt.
Drain. Ex. 165 C.Y.
150 Inst 18" CM Pipe
Inst 2 End Sections
Str. Ex. 3 C.Y.
Const. Chan. Change Rt.
Ex. 228 C.Y.
Place Top Soil
400' V.C.
175.86
200
190
180
170
160
150
Em. 6695
Em. 7325
Em. 7119
Em. 23
Em. 18070
Ch. Chan.
Em. 18017
Ex. 10696
S.O.H. 12,650 Yd. Sta.
S.O.H. 58,600 Yd. Sta.
L.O.H. 4382 C. Yd. Sta.
730
735
740
745
PLATE 4—CROSS SECTION C. P. R. & R. S. STANDARD
THE FREDERICK POST CO. CHICAGO

WILLAMETTE RIVER-GERVAIS UNIT WILLAMETTE RIVER-HAYESVILLE SECTION PORTLAND SALEM EXPRESSWAY CLACKAMAS & MARION COUNTIES				SHEET No 8
FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	BF1-324(6)		See Index

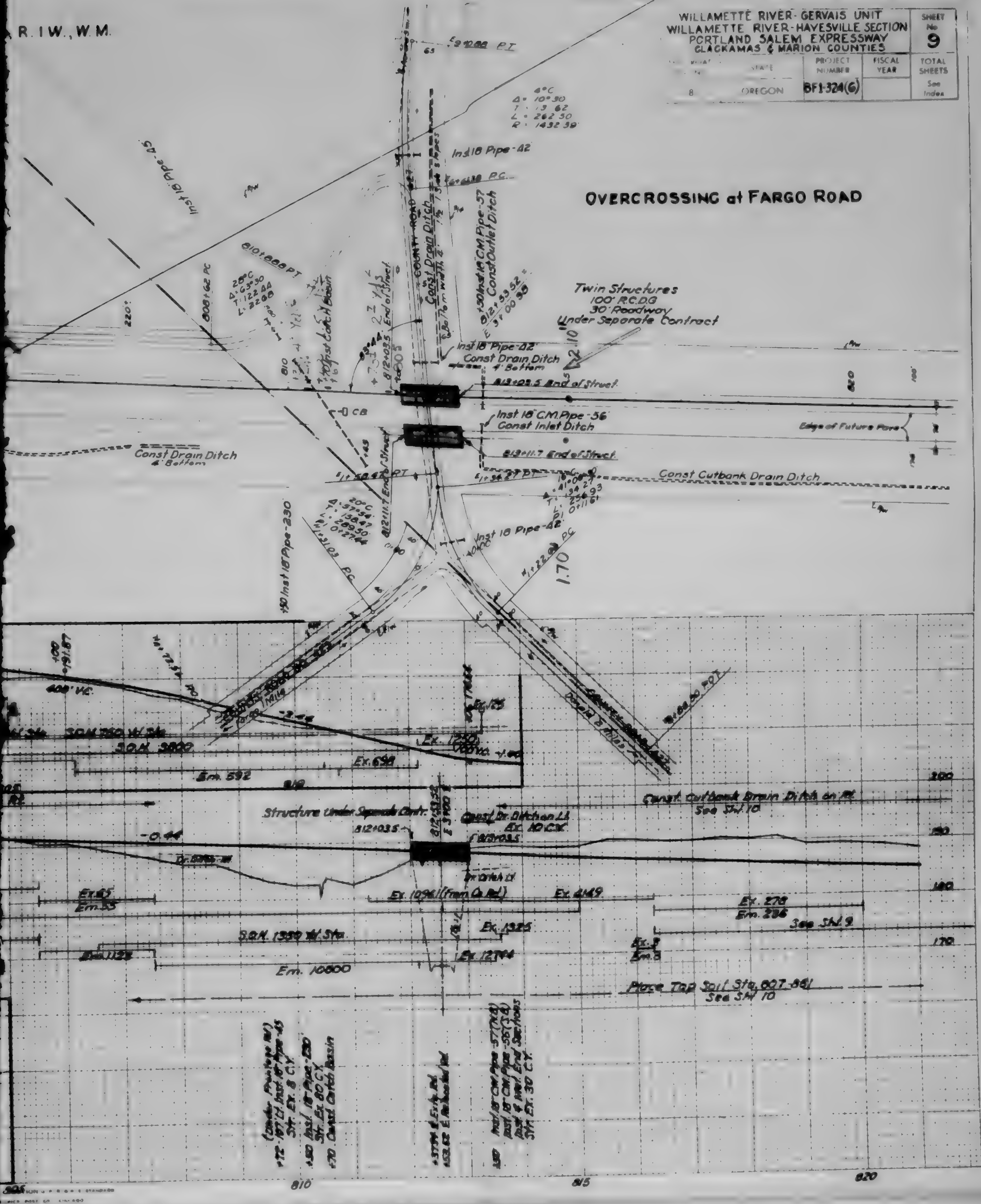


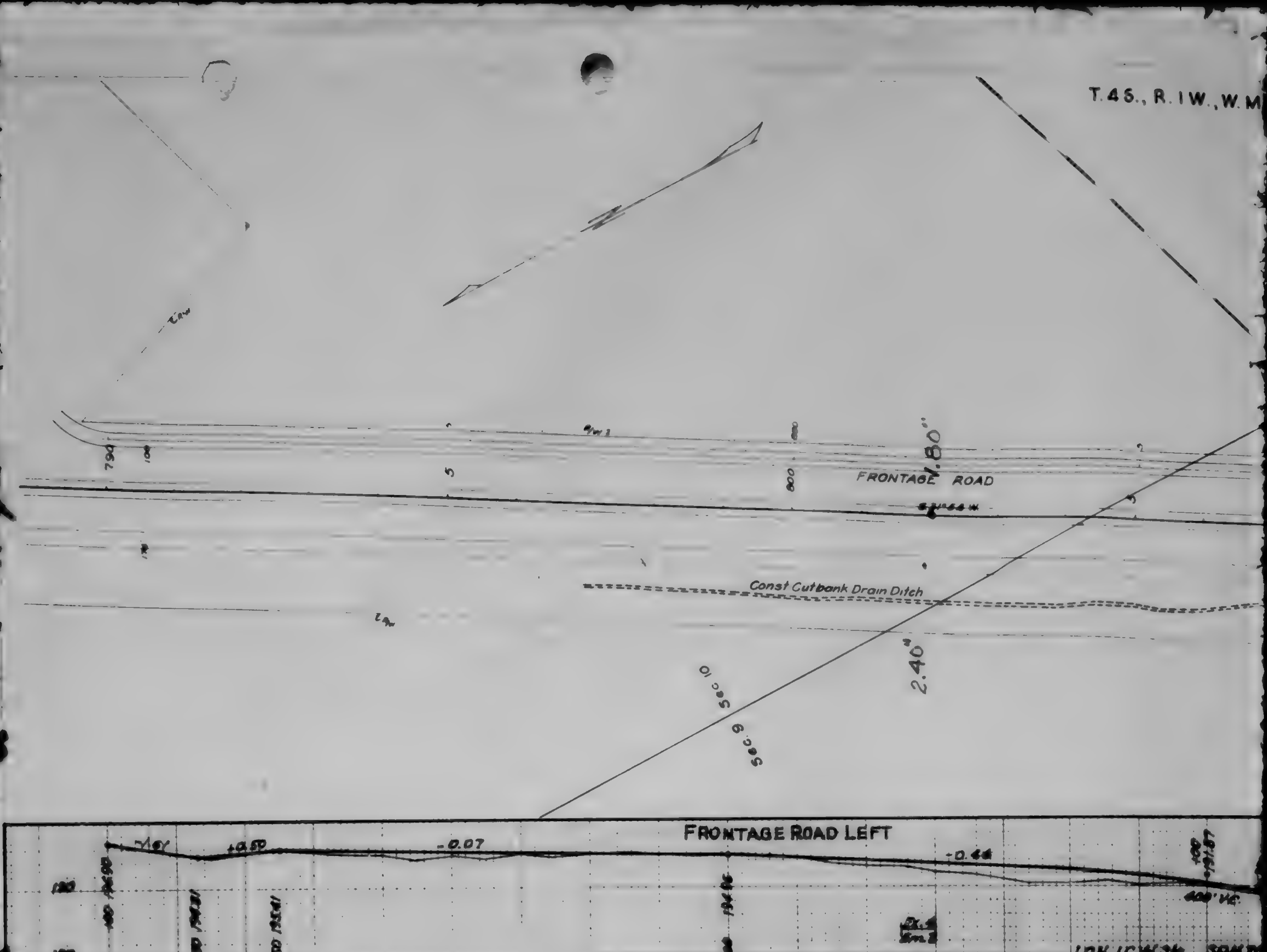

T. 4 S., R. 1 W., W. M.
R/W
1.90"
Const Cutbank Drain Ditch
760
2.25"
2.37"
Const Cutbank Drain Ditch
R/W
2.30"
Sec. 3
Sec. 10
SE CORNER DLC NO. 74
3
3 4
Inst 18" C.M. Pipe-69
2.00"
5
Const Drain Ditch
Bottom Width 4', 1½ : 1 Sl.
+50 Inst 18" C.M. Pipe-69
Const Cutbank Drain Ditch on Lt.
See Sht. 7
Const Cutbank Drain Ditch on Rt.
See Sht. 7
210
200
190
180
+30 Inst 18" CM Pipe 49' (Rt)
Inst 18" CM Pipe 67' (Lt)
Inst 4 Metal End Sections
Str. Ex. 7 CY
+ 0.45
Dr. Ditch Rt.
Const Drain Ditch on Rt.
Ex. 77 C.Y.
Place Top Soil
See Sheet 7
Ex. 5800
Ex. 3500
Em. 2801
Ex. 5
S.O.H. 17600 Yd. Sta.
See Sheet 7
760
765
770
325

WILLAMETTE RIVER-GERVAIS UNIT
WILLAMETTE RIVER-HAYESVILLE SECTION
PORTLAND SALEM EXPRESSWAY
CLACKAMAS & MARION COUNTIES

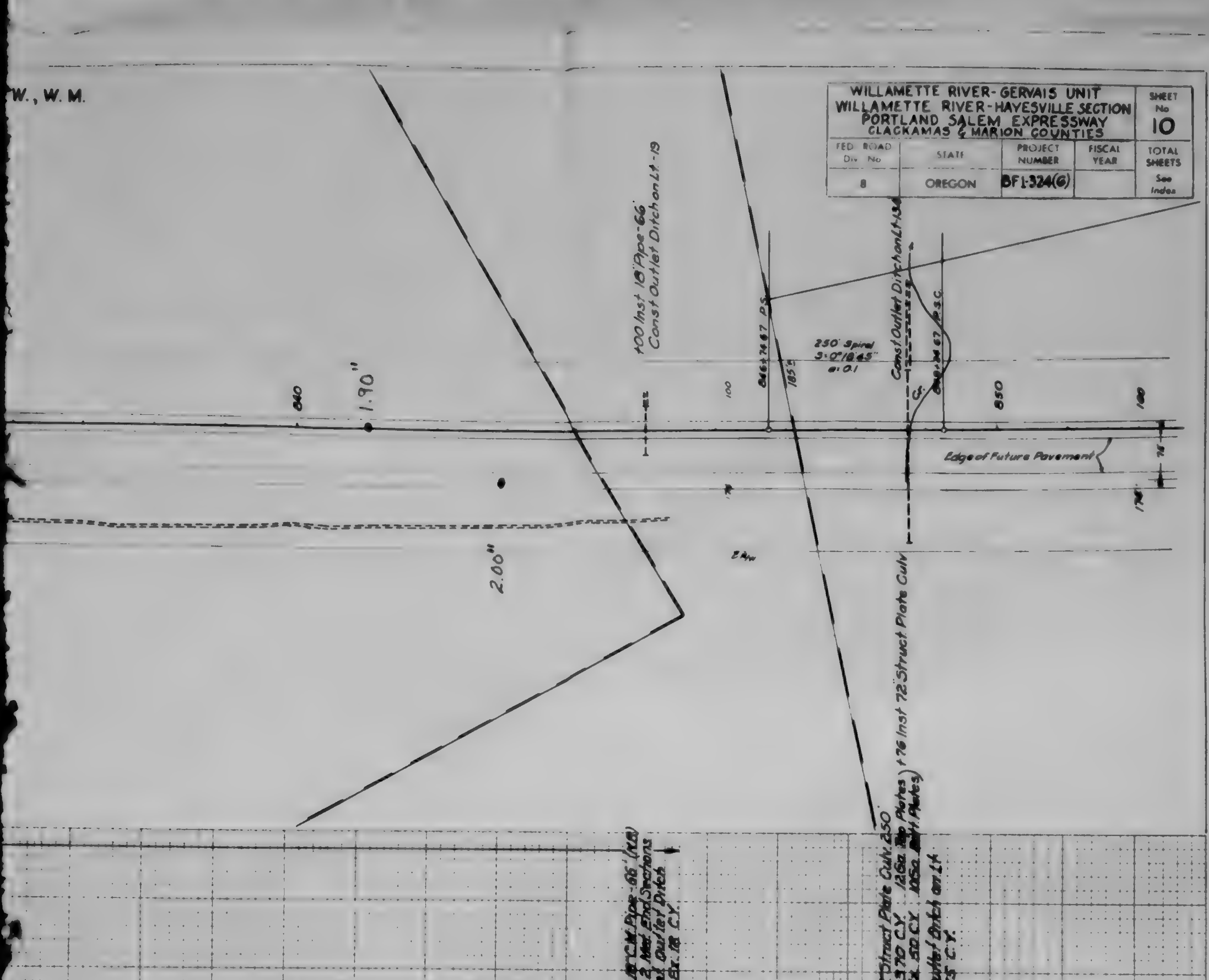
FED. ROAD DIV.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No	TOTAL SHEETS
8	OREGON	BF1-324(6)		9	See Index

OVERCROSSING at FARGO ROAD

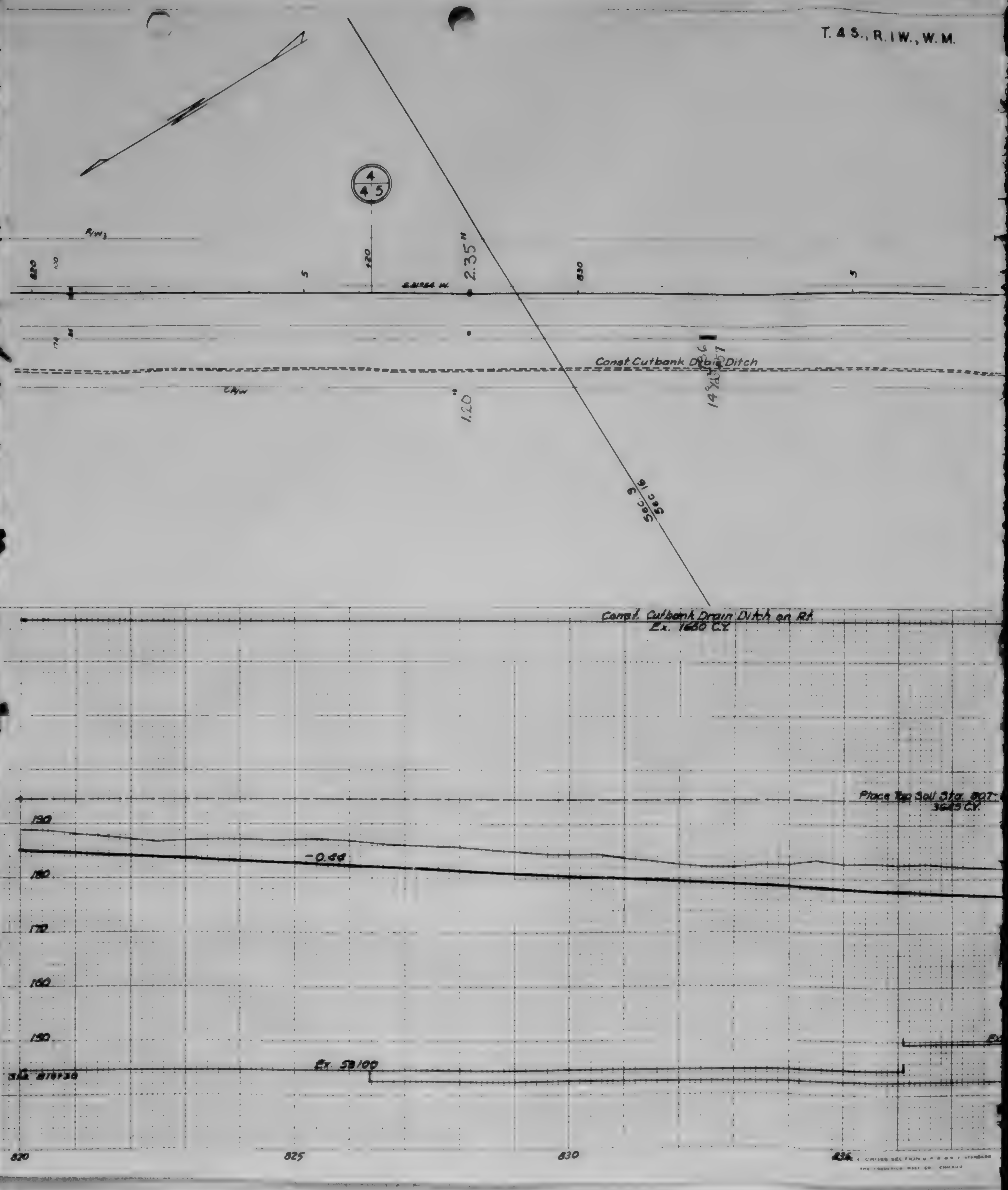



T.4S., R.1W., W.M
FRONTAGE ROAD
1.80"
2.40"
Const Cutbank Drain Ditch
Sec. 10
Sec. 9
790
795
800
805
FRONTAGE ROAD LEFT
+0.50
-0.07
-0.44
400' V.C.
Ex. 7
Em. 57
Ex. 78
Em. 66
Em. 106
Em. 1059
Const. Cutbank Drain Ditch on Rt.
Ex. 500 C.Y.
Ex. 1822
Em. 1544
S.O.H. 4000 Yd. Sta.
Ex. 250
Em. 135
Em. 1134
Ex. 1326
L.O.H. 40 C.Yd. Sta.
S.O.H. 8484 Yd. Sta.
L.O.H. 2585 C.Yd. Sta.
S.O.H. 90660 Yd. Sta.
Ex. 1414
Ex. 207
Em. 115
190
180
170
Finished Grade 10 Rt. or Lt.
Donald
Fargo
COUNTY ROAD PROFILE
Earthwork Quantities included in Main Roadbed Dist.
TYPICAL SECTION DRAIN DITCH
S. Bound
N. Bound
Pro. Grade
Twin Structures Under Separate Contr.
-5.00
+2.77
+1.60
300' V.C.
Const Drain Ditch on Rt.
Gen. Ex. 5856 C.Y.
Grade of Drain Ditch Rt.
Str. Ex. 8 C.Y.
Str. Ex. 10 C.Y.
Str. Ex. 8 C.Y.

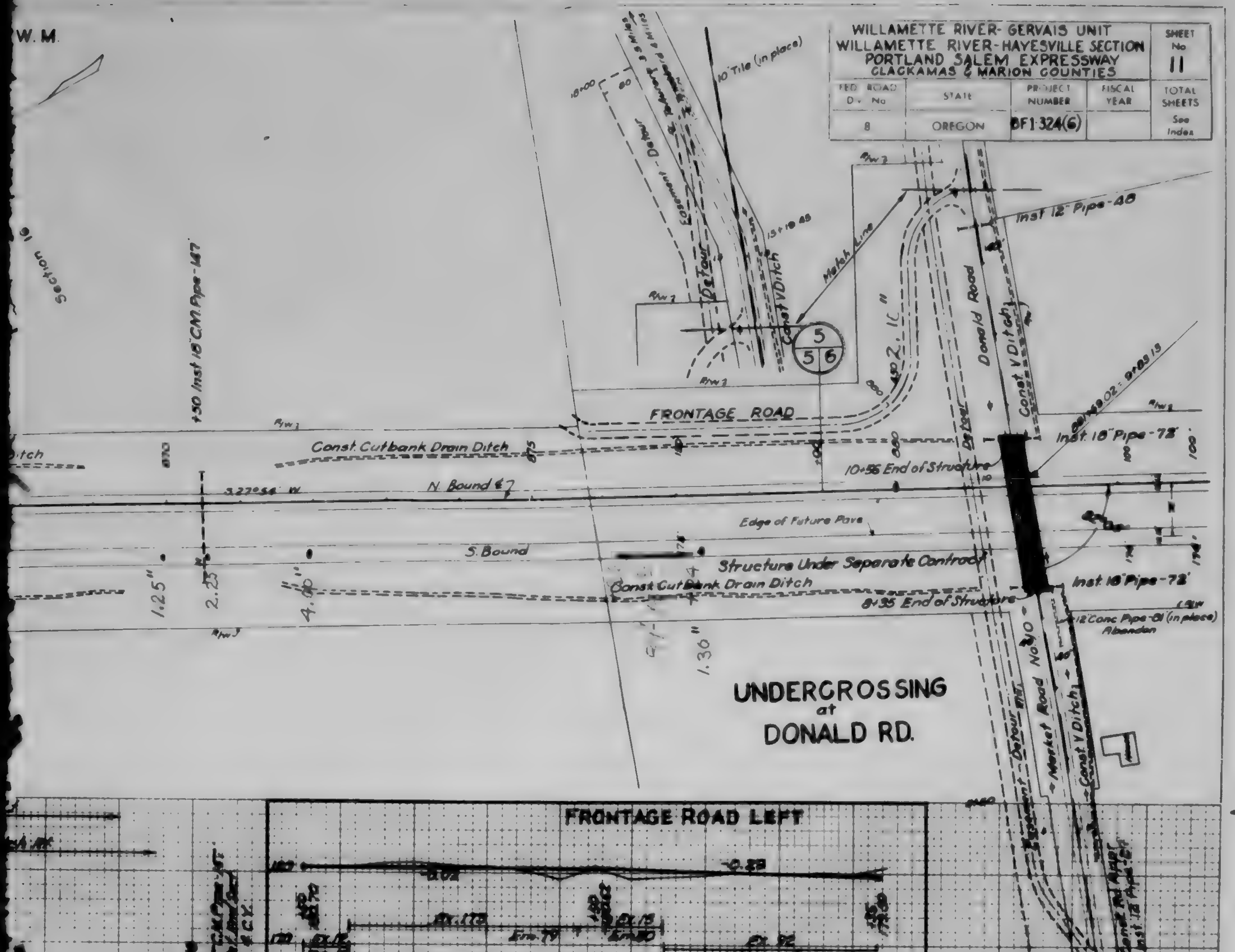
WILLAMETTE RIVER-GERVAIS UNIT WILLAMETTE RIVER-HAYESVILLE SECTION PORTLAND SALEM EXPRESSWAY CLACKAMAS & MARION COUNTIES				SHEET No
				10
FED. ROAD Div. No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	BF1-324(6)		See Index

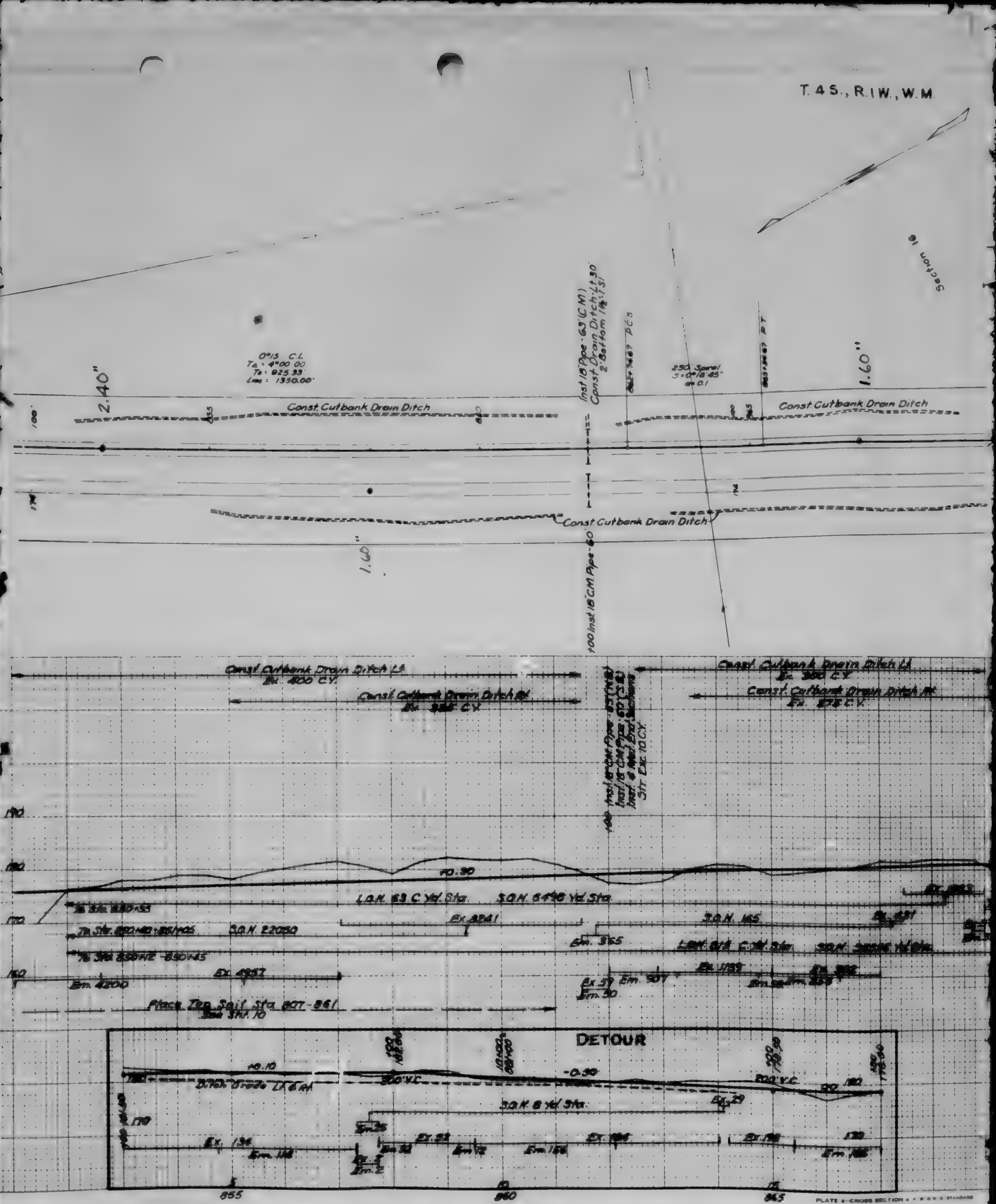


T. 4 S., R. 1 W., W. M.


4
4 5
R/W
820
120
5
120
S.31°54 W.
2.35"
830
5
Const. Cutbank Drain Ditch
14"x1.36 57
C R/W
1.20"
Sec. 9
Sec. 16
Const. Cutbank Drain Ditch on Rt.
Ex. 1660 C.Y.
Place Top Soil Sta. 807-
3625 C.Y.
190
-0.44
180
170
160
150
Ex. 53100
Sta. 819+30
820
825
830
835

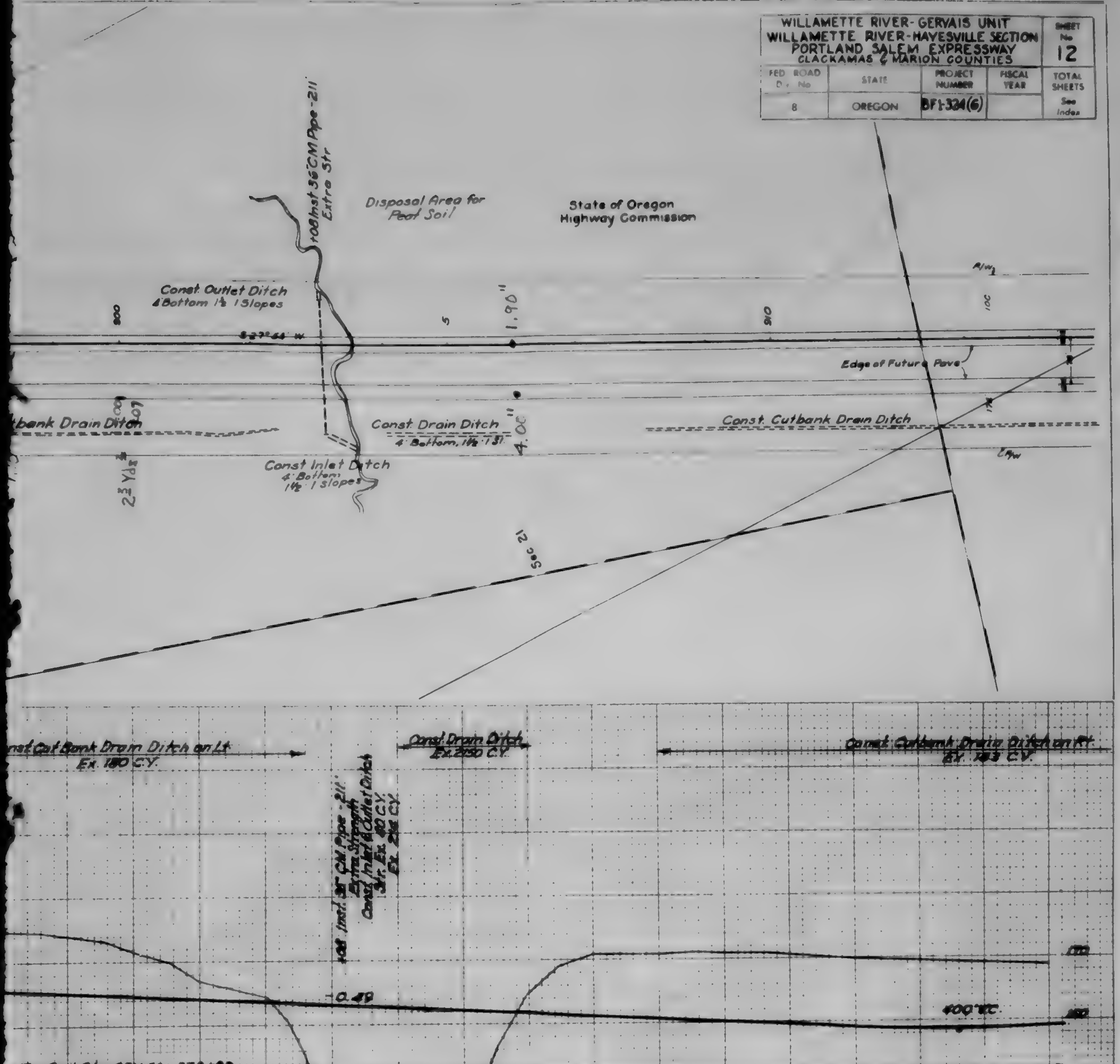
WILLAMETTE RIVER- GERVAIS UNIT WILLAMETTE RIVER-HAYESVILLE SECTION PORTLAND SALEM EXPRESSWAY CLACKAMAS & MARION COUNTIES				SHEET No 11
FED ROAD DIV No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	BF1·324(6)		See Index



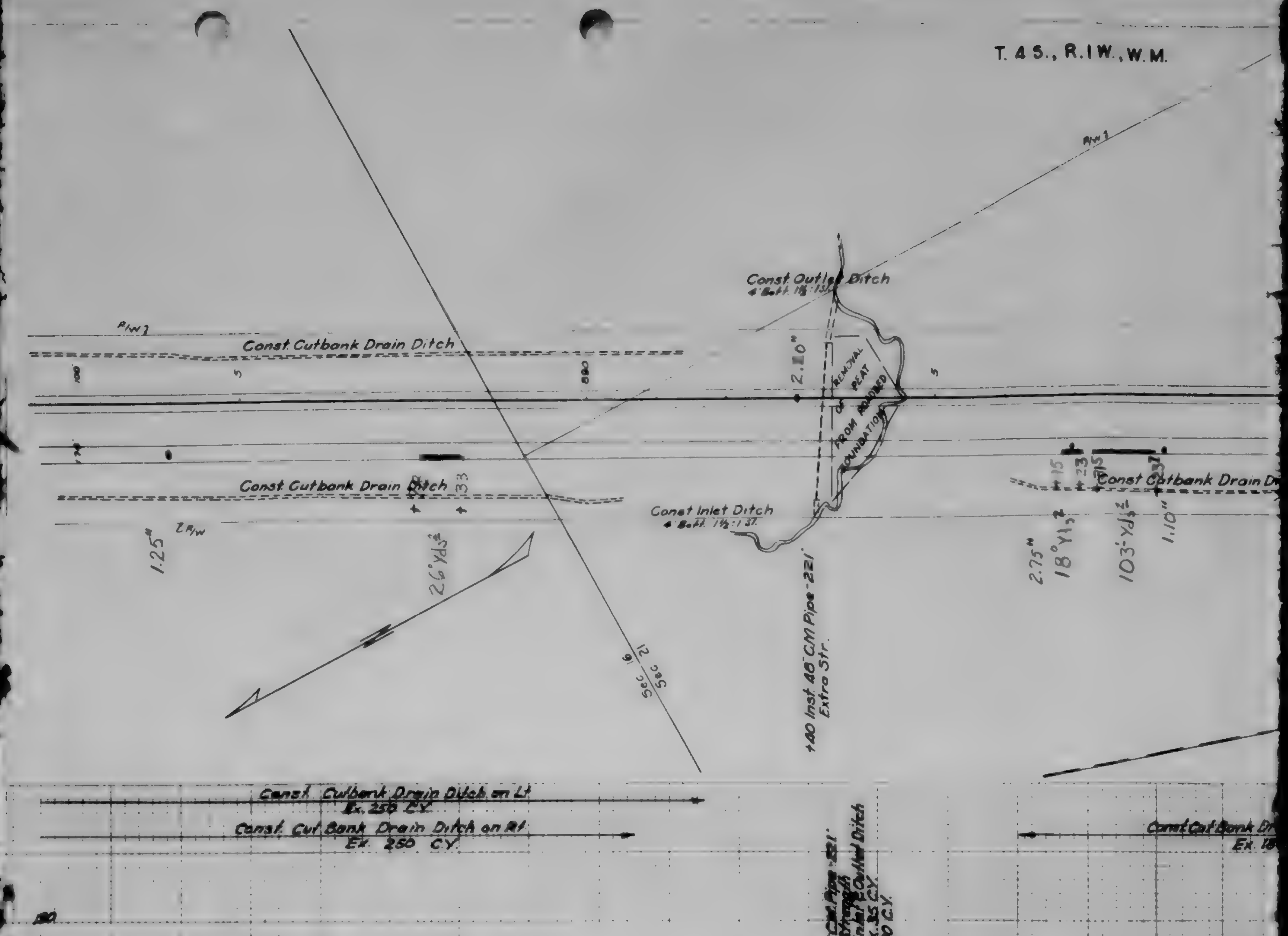


T. 4 S., R. I W., W. M.
Section 16
0°15' C.L.
Inst. 18" Pipe - 63' (C.M.)
Const. Drain Ditch: Lt. 30'
2' Bottom 1½:1 Sl.
2.40"
1.60"
1.60"
250' Spiral
Const. Cutbank Drain Ditch
Const. Cutbank Drain Ditch
Const. Cutbank Drain Ditch
+00 Inst. 18" C.M. Pipe - 60'
Const. Cutbank Drain Ditch Lt.
Ex. 400 C.Y.
Const. Cutbank Drain Ditch Rt.
Const. Cutbank Drain Ditch Lt.
Const. Cutbank Drain Ditch Rt.
Str. Ex. 10 C.Y.
190
180
170
160
+0.30
L.O.H. 63 C. Yd. Sta.
S.O.H. 6498 Yd. Sta.
S.O.H. 22050
Ex. 8241
Em. 365
S.O.H. 165
Ex. 4957
Em. 4200
Ex. 59
Em. 30
Em. 507
Ex. 1159
Place Top Soil Sta. 807-861
See Sht. 10
DETOUR
+0.10
-0.30
Ditch Grade Lt. & Rt.
300' V.C.
200' V.C.
S.O.H. 8 Yd. Sta.
Ex. 29
Em. 25
Ex. 136
Em. 118
Ex. 2
Em. 2
Em. 32
Em. 12
Em. 156
170
855
860
865
PLATE 4—CROSS SECTION
THE FREDERICK POST CO. CHICAGO

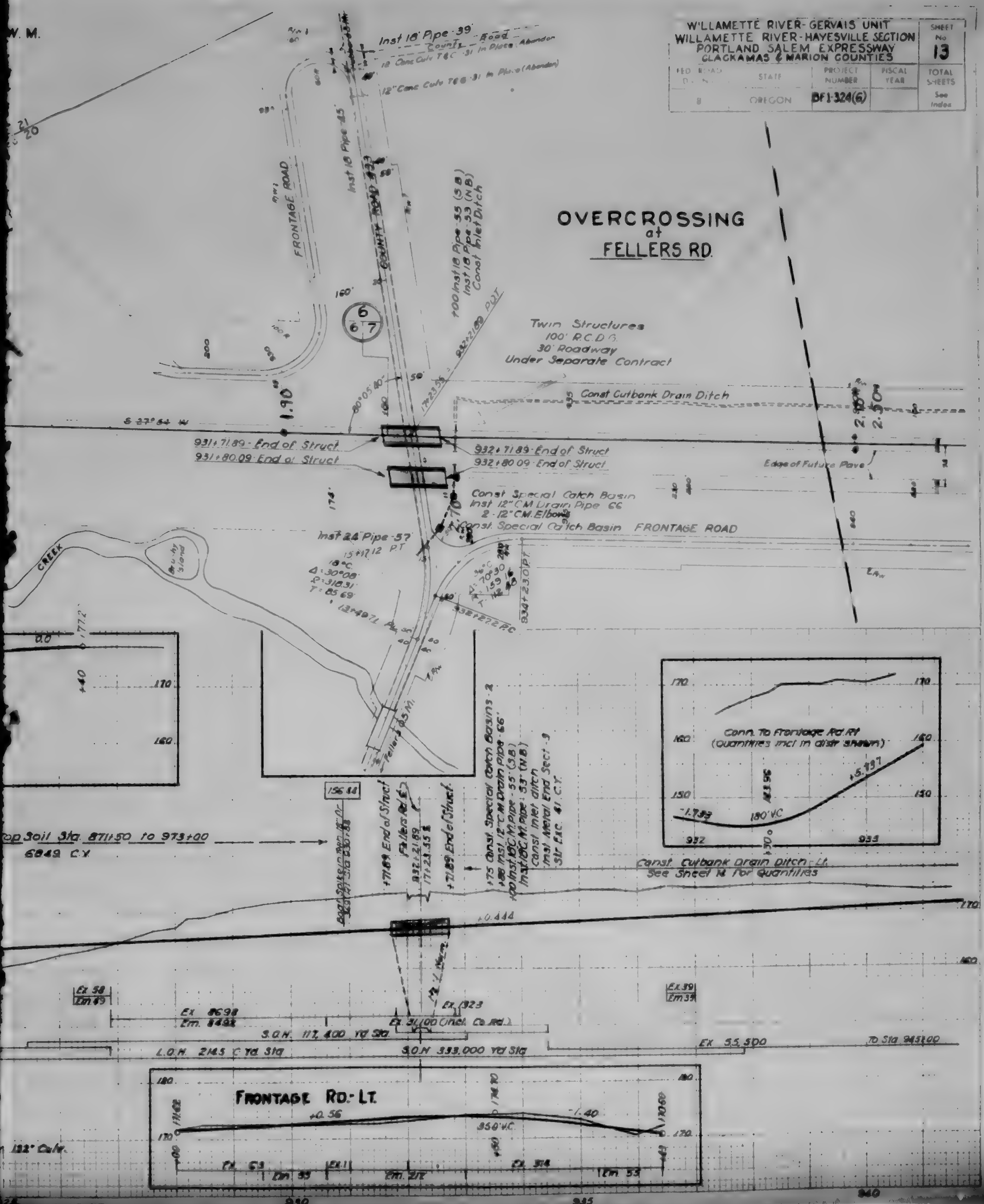
WILLAMETTE RIVER-GERVAIS UNIT WILLAMETTE RIVER-HAYESVILLE SECTION PORTLAND SALEM EXPRESSWAY CLACKAMAS & MARION COUNTIES				SHEET No 12
FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	BF1-324(6)		See Index

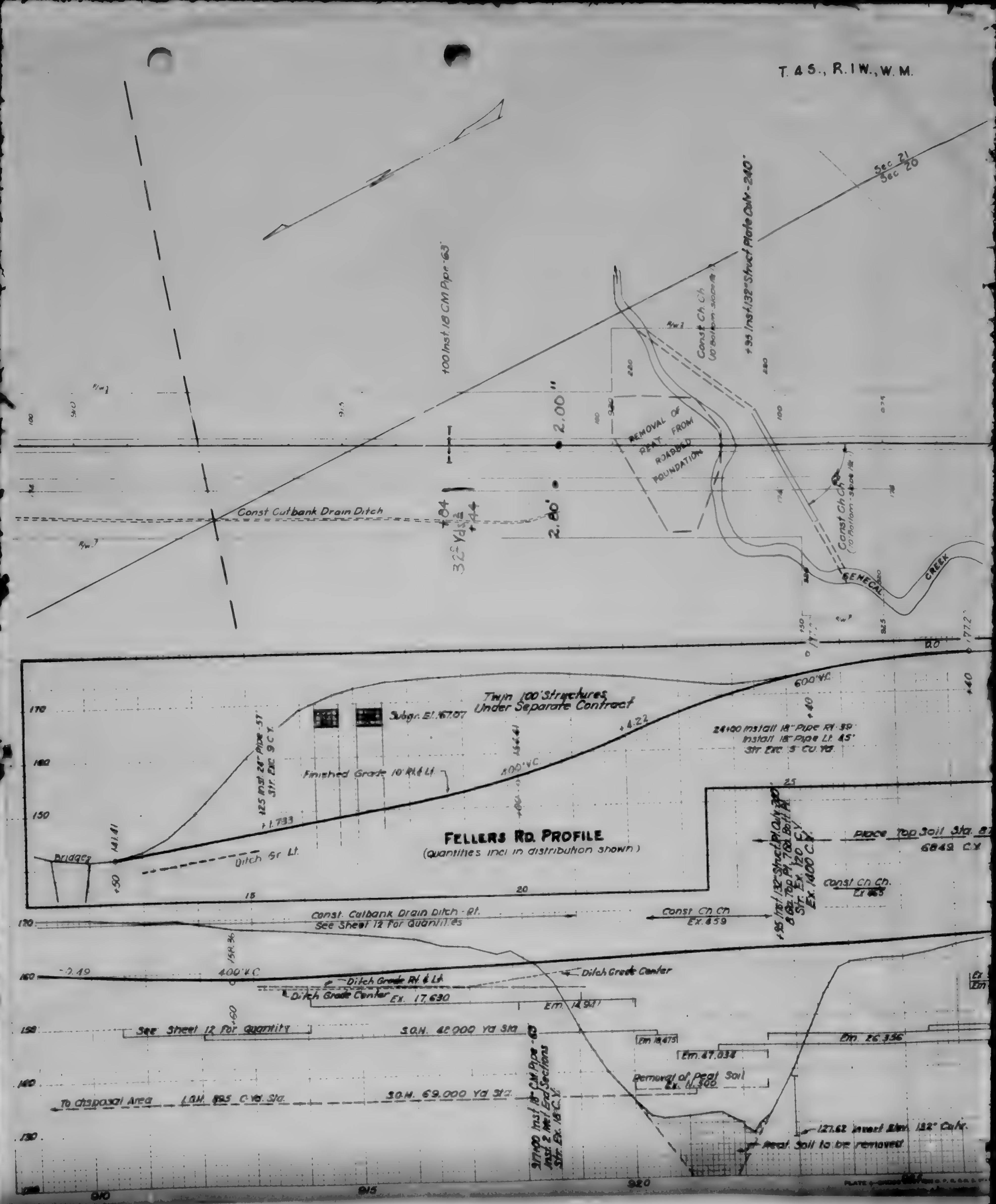


T. 4 S., R. 1 W., W.M.


R/W
R/W
Const Outlet Ditch
4' Bott. 1½:1 Sl.
Const Cutbank Drain Ditch
880
5
2.10"
REMOVAL OF PEAT FROM ROADBED FOUNDATION
Const Cutbank Drain Ditch
+12
+33
+15
+23
+31
+37
Const Cutbank Drain Di
Const Inlet Ditch
4' Bott. 1½:1 Sl.
1.25"
26 Yds³
2.75"
18 Yds³
103 Yds³
1.10"
Sec 16
Sec 21
+20 Inst. 48" C.M. Pipe - 221'
Extra Str.
Const. Cutbank Drain Ditch on Lt.
Ex. 250 C.Y.
Const. Cut Bank Drain Ditch on Rt.
Ex. 250 C.Y.
Const Cut Bank Dr
Ex. 18
+20 Inst. 48" C.M. Pipe - 221'
Extra Strength
Const. Inlet & Outlet Ditch
Str. Ex. 35 C.Y.
Ex. 190 C.Y.
-0.60
400' V.C.
+50 169.68
Place Top Soil Sta.
See Shee
Removal of Peat Soil
Ex. 3690
LOH. 196 C.Yd. Sta.
SQH. 38840
Ex. 11696
Ex. 22468
Ex. 11602
Em. 18913
Em. 6721
Ex. 7381
Ex.
To Donald Rd. Emb.
See Sht. 11
SQH. 16350 Yd. Sta.
Peat Soil to be removed
Ex. 2398
SQH. 10935 Yd. Sta.
Em. 3774
From Sta. 877+10 - 882+15
LQH. 482 C.Yd. Sta.
SQH. 38400 Yd. Sta.
Em. 2020
Em. 1384
882
885
890
895

WILLAMETTE RIVER-GERVAIS UNIT WILLAMETTE RIVER-HAYESVILLE SECTION PORTLAND SALEM EXPRESSWAY CLACKAMAS & MARION COUNTIES				SHEET No. 13
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	BF1-324(6)		See Index



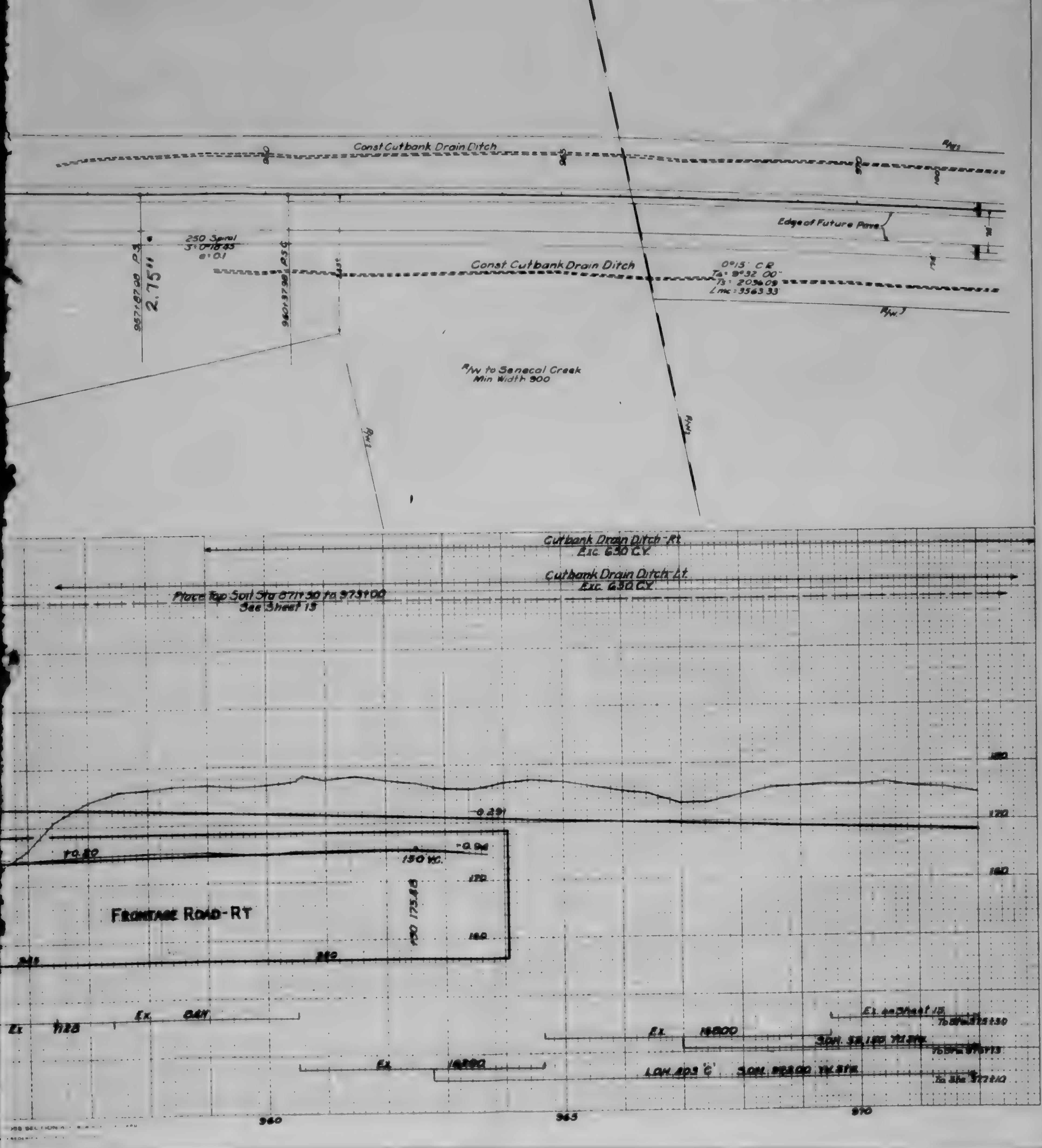

T. 4 S., R. 1 W., W. M.
Sec 21
Sec 20
100 Inst. 18" CM Pipe 63'
+95 Inst. 132" Struct Plate Culv. 240'
Const Ch Ch (10' Bottom · Slope 1½:1)
REMOVAL OF PEAT FROM ROADBED FOUNDATION
2.00"
2.80'
+84
+44
32 Yds
Const Cutbank Drain Ditch
Const Ch Ch (10' Bottom · Slope 1½:1)
SENECAL CREEK
R/W
Twin 100' Structures Under Separate Contract
Subgr. El. 167.07
125 Inst. 24" Pipe 57' Str. Exc. 9 C.Y.
Finished Grade 10' Rt & Lt
400' V.C.
600' V.C.
+4.22
+1.733
141.41
+50
Bridge
Ditch Gr Lt.
24+00 Install 18" Pipe Rt 39' Install 18" Pipe Lt 45' Str. Exc. 5 Cu. Yd.
FELLERS RD. PROFILE
(quantities incl in distribution shown)
15
20
25
+40
170
160
150
+95 Inst. 132" Struct Pl. Culv. 240' 8 Ga. Top Pl. 7 Ga. Bott. Pl. Str. Ex. 120 C.Y. Ex. 1400 C.Y.
Place Top Soil Sta. 87
6849 C.Y.
Const Ch Ch. Ex. 865
Const Ch Ch Ex. 859
Const. Cutbank Drain Ditch - Rt. See Sheet 12 For Quantities
158.36
-0.49
400' V.C.
Ditch Grade Rt. & Lt.
Ditch Grade Center
Ditch Grade Center
Ex. 17,630
Em. 12,947
+60
See Sheet 12 For Quantity
S.O.H. 42,000 Yd Sta
Em 12,475
Em. 47,038
Em. 26,356
Removal of Peat Soil Ex. 11,300
To disposal Area
L.O.H. 895 C. Yd. Sta.
S.O.H. 69,000 Yd Sta
917+00 Inst. 18" C.M. Pipe 63' Inst. 2 Met. End Sections Str. Ex. 18 C.Y.
127.62 Invert Elev. 132" Culv.
Peat Soil to be removed
170
160
150
140
130
910
915
920

T. 4 S., R. 1 W., W. M.

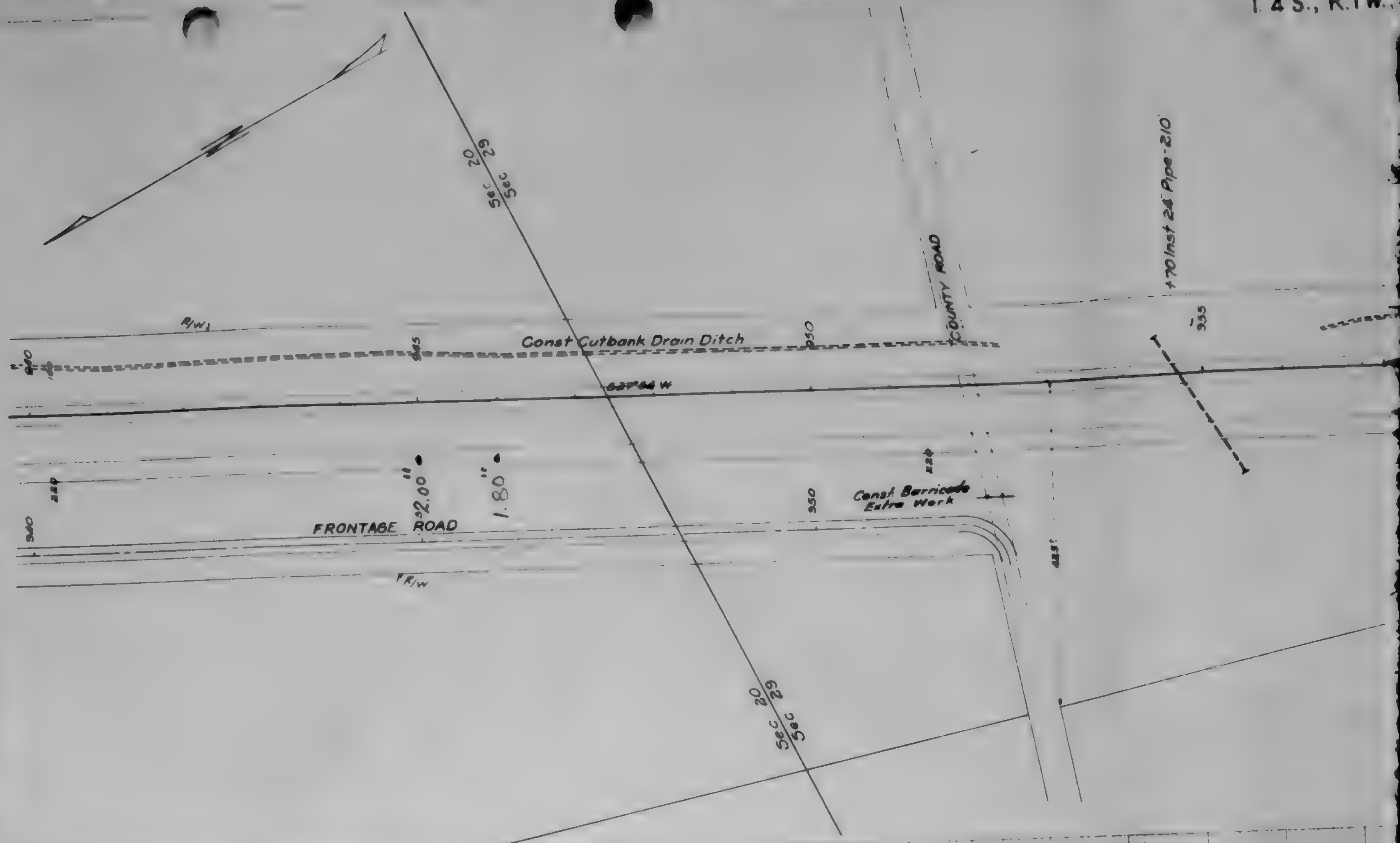
WILLAMETTE RIVER - GERVAIS UNIT
WILLAMETTE RIVER - HAYESVILLE SECTION
PORTLAND SALEM EXPRESSWAY
CLACKAMAS & MARION COUNTIES

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No.
8	OREGON	BF1-324(6)		14

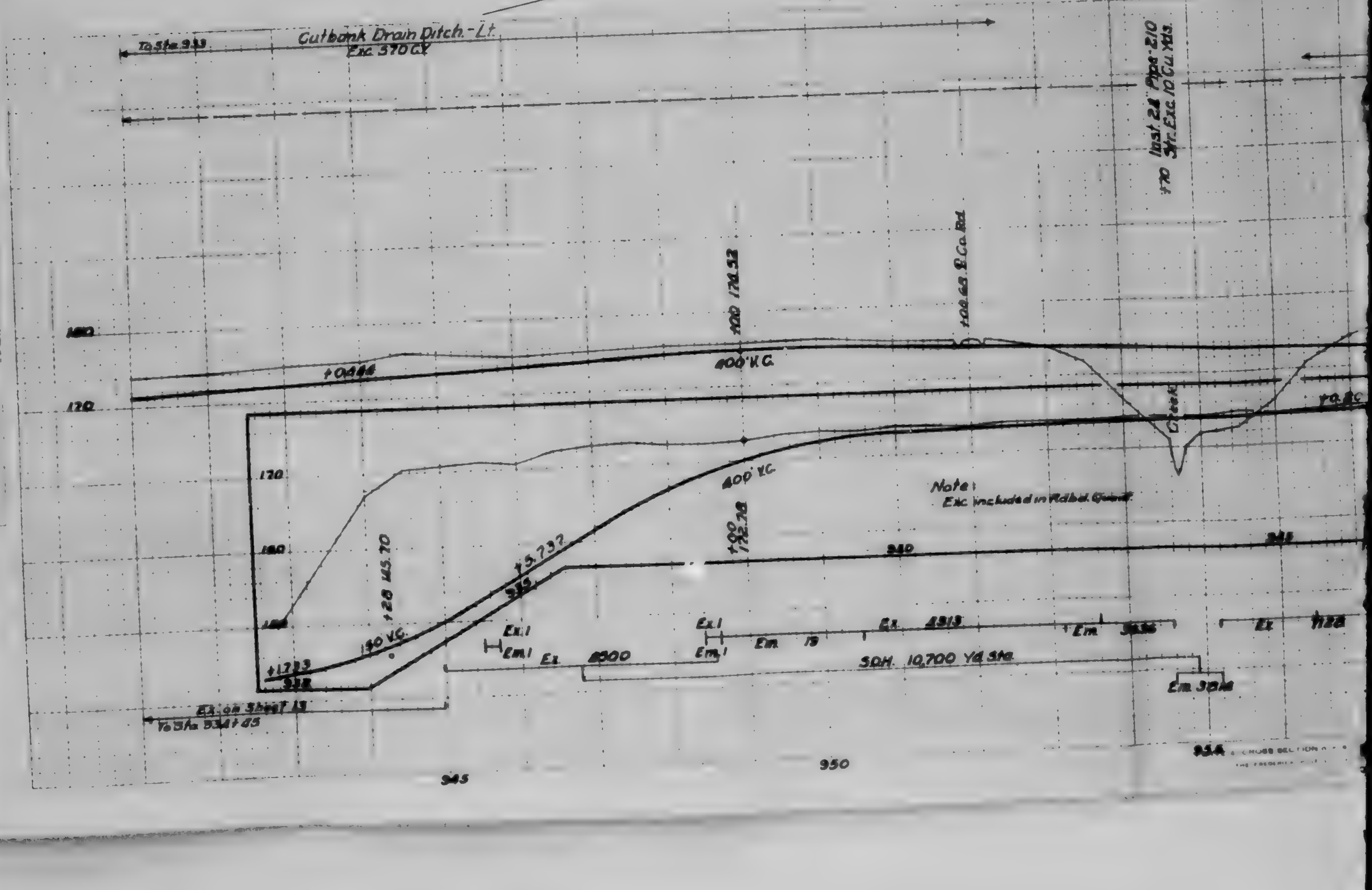
TOTAL SHEETS See Index



T 4 S., R. 1 W.



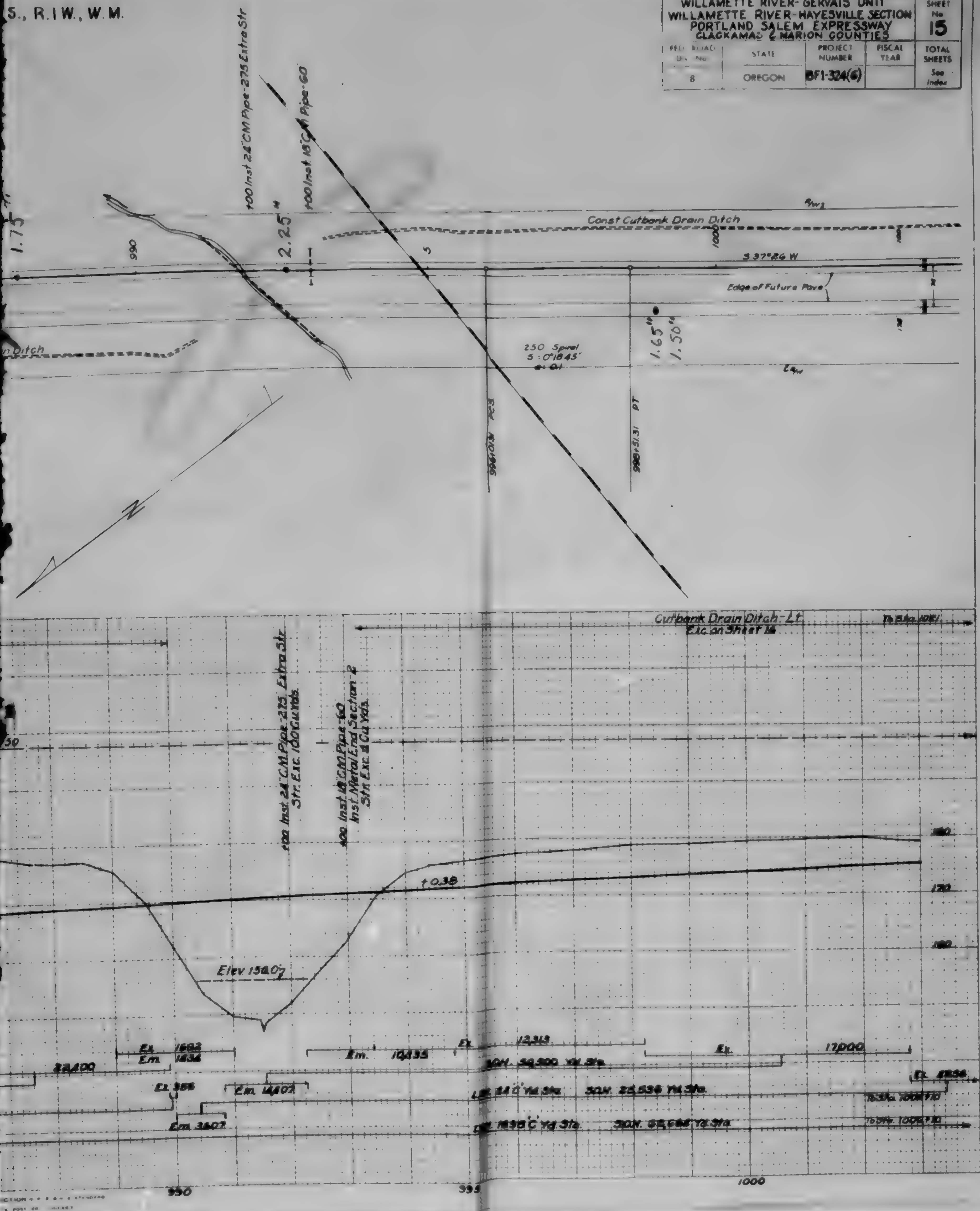
Sec 20
Sec 29
COUNTY ROAD
+70 Inst 24" Pipe-210
935
R/W
Const Cutbank Drain Ditch
940
945
950
2.00"
1.80"
Const. Barricade
Extra Work
FRONTAGE ROAD
R/W
Sec 20
Sec 29

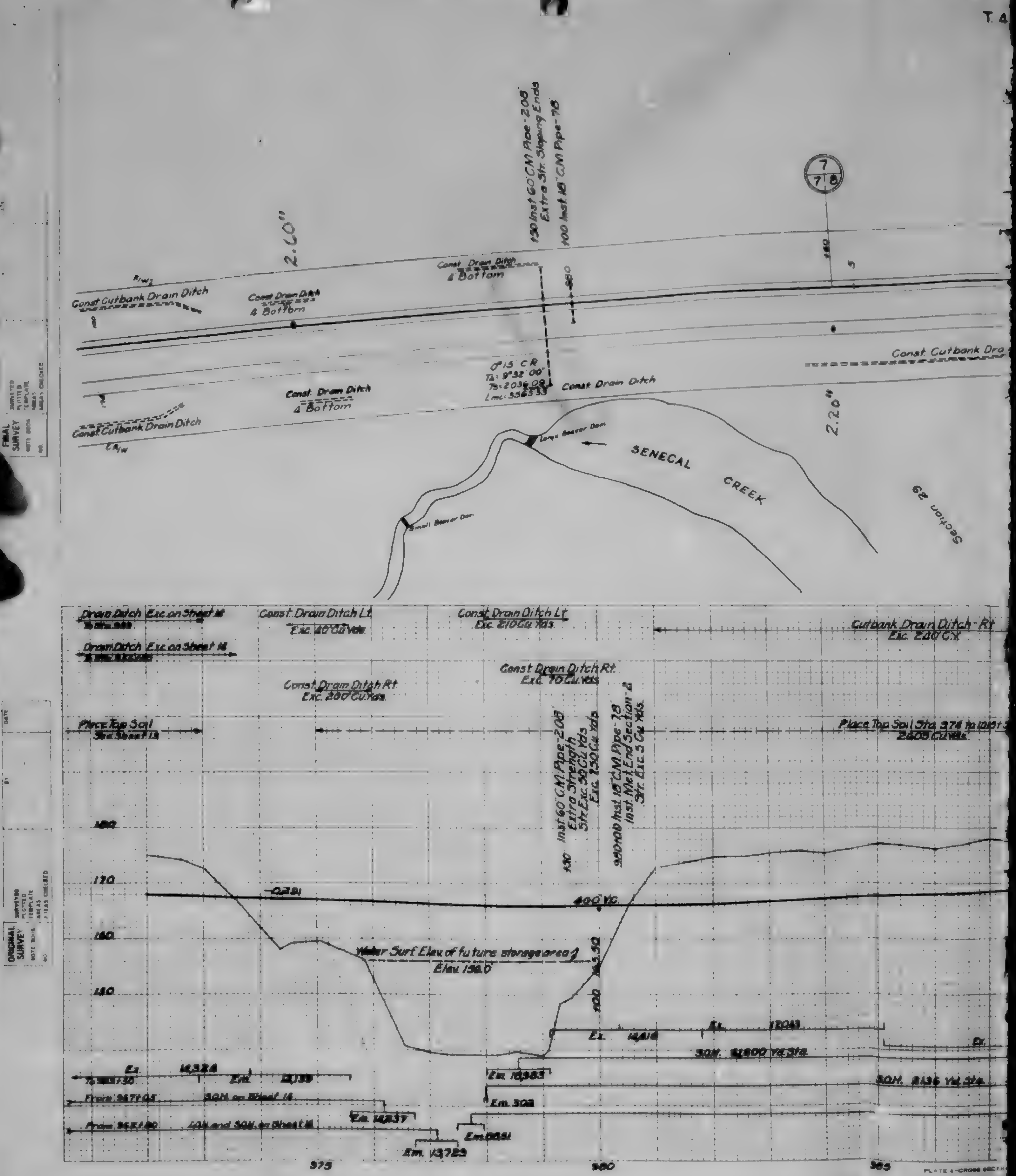


To Sta 933
Cutbank Drain Ditch - Lt.
Exc. 370 C.Y.
Inst. 24" Pipe-210
Str. Exc. 10 Cu. Yds.
+70
+00 174.52
+08.60 ℄ Co. Rd.
+0.444
400' V.C.
Creek
400' V.C.
Note:
Exc. included in Rdbd. Quant.
170
160
+28 165.70
+3.737
+00 172.78
940
945
150 V.C.
+1.733
Ex. 1
Em. 1
Ex. 8300
Ex. 1
Em. 1
Em. 13
Ex. 2313
Em.
Ex. 1128
S.D.H. 10,700 Yd. Sta.
Em. 3836
Ex. on Sheet 13
To Sta. 934+85
945
950
955
CROSS SECTION

S., R.1W., W.M.

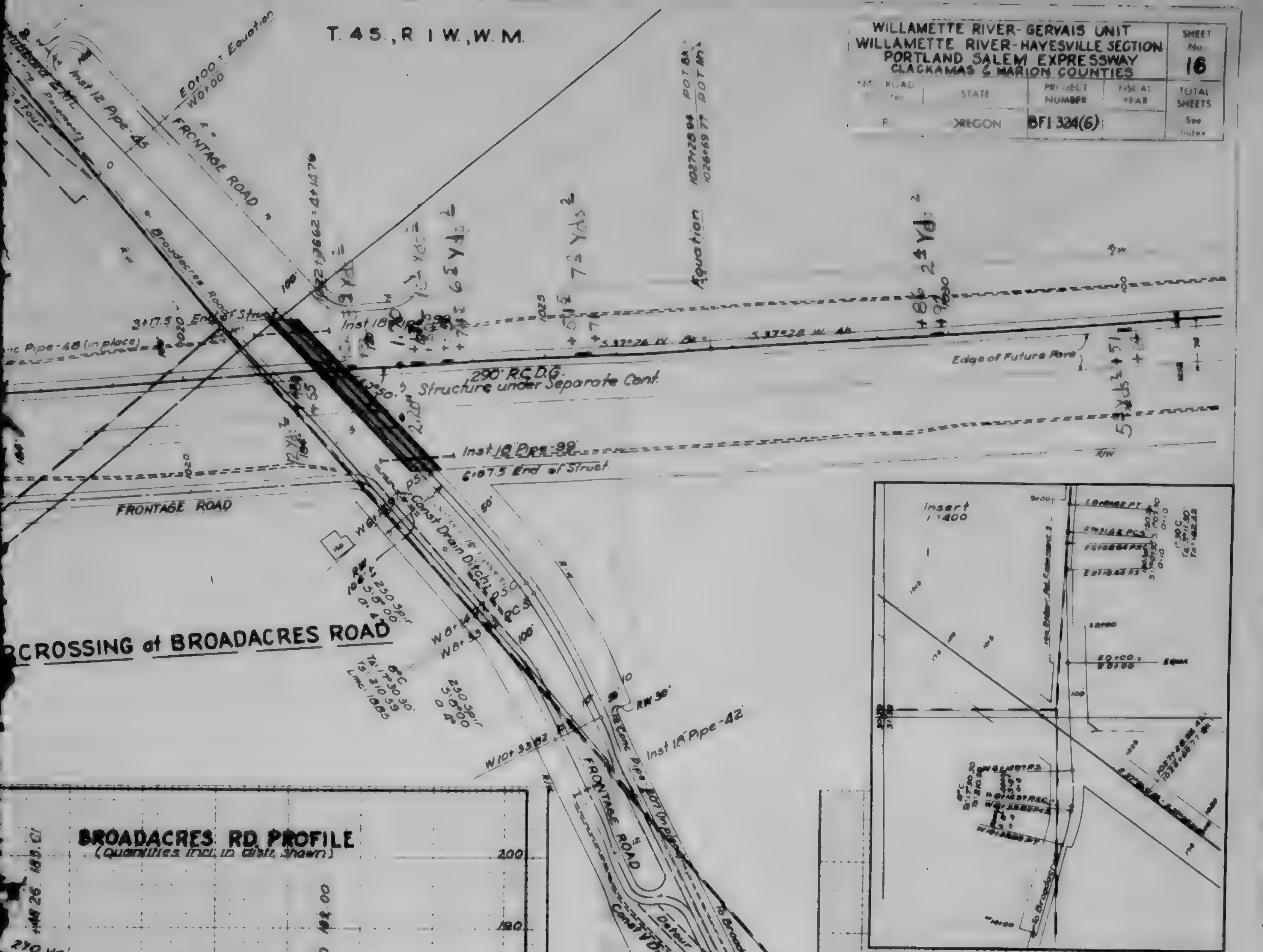
WILLAMETTE RIVER- GERVAIS UNIT WILLAMETTE RIVER-HAYESVILLE SECTION PORTLAND SALEM EXPRESSWAY CLACKAMAS & MARION COUNTIES				SHEET No 15
FED. ROAD DIV. No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	BF1-324(6)		See Index

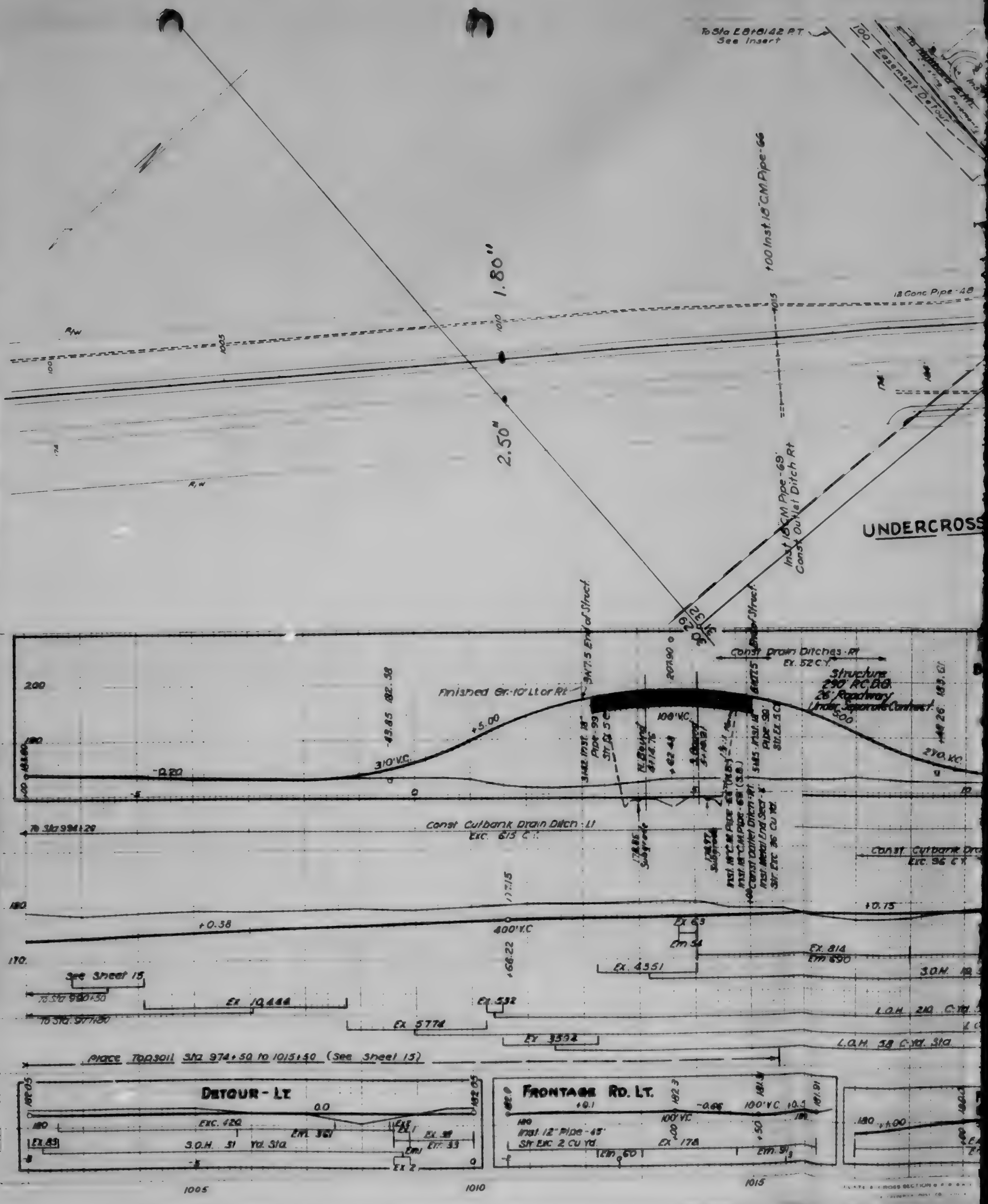



T. 4
130 Inst 60" C.M. Pipe - 208'
Extra Str. Sloping Ends
100 Inst 18" C.M. Pipe - 78'
2.60"
7
7 | 8
R/W
Const Cutbank Drain Ditch
Const Drain Ditch
4 Bottom
Const Drain Ditch
4 Bottom
0°15 CR
Ta: 9°32' 00"
Ts: 2036.08
Lmc: 356.333
Const Cutbank Dra
Const Drain Ditch
Const Drain Ditch
4 Bottom
Const Cutbank Drain Ditch
2.20"
Large Beaver Dam
SENECAL CREEK
Small Beaver Dam
Section 29
FINAL SURVEY
ORIGINAL SURVEY
Drain Ditch Exc. on Sheet 14
Drain Ditch Exc. on Sheet 14
Const. Drain Ditch Lt.
Exc. 40 Cu. Yds.
Const. Drain Ditch Lt.
Exc. 210 Cu. Yds.
Cutbank Drain Ditch - Rt
Exc. 240 C.Y.
Const. Drain Ditch Rt.
Exc. 200 Cu. Yds.
Const Drain Ditch Rt.
Exc. 70 Cu. Yds.
Place Top Soil
See Sheet 13
Place Top Soil Sta. 374 to 1010+
2605 Cu. Yds.
130 Inst 60" C.M. Pipe - 208'
Extra Strength
Str. Exc. 30 Cu. Yds.
Exc. 750 Cu. Yds.
380+00 Inst. 18" C.M. Pipe - 78'
Inst. Met. End Section - 2
Str. Exc. 5 Cu. Yds.
180
170
160
150
-0.291
400' V.C.
Water Surf. Elev. of future storage area
Elev. 156.0
100
Ex.
14,324
Em.
12,139
From 367+05
30 H. on Sheet 14
Em. 14,237
From 365+80
LO H. and 30 H. on Sheet 14
Em. 13,723
Em. 10,383
Em. 302
Em. 1351
Ex.
14,416
Ex.
12,043
30 H. 41,600 Yd. Sta.
30 H. 2136 Yd. Sta.
Ex.
375
380
385
PLATE 4 - CROSS SECTI

WILLAMETTE RIVER- GERVAIS UNIT
WILLAMETTE RIVER-HAYESVILLE SECTION
PORTLAND SALEM EXPRESSWAY
CLACKAMAS & MARION COUNTIES

ROAD	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No. 16
R	OREGON	BF1-324(6)		TOTAL SHEETS See Index

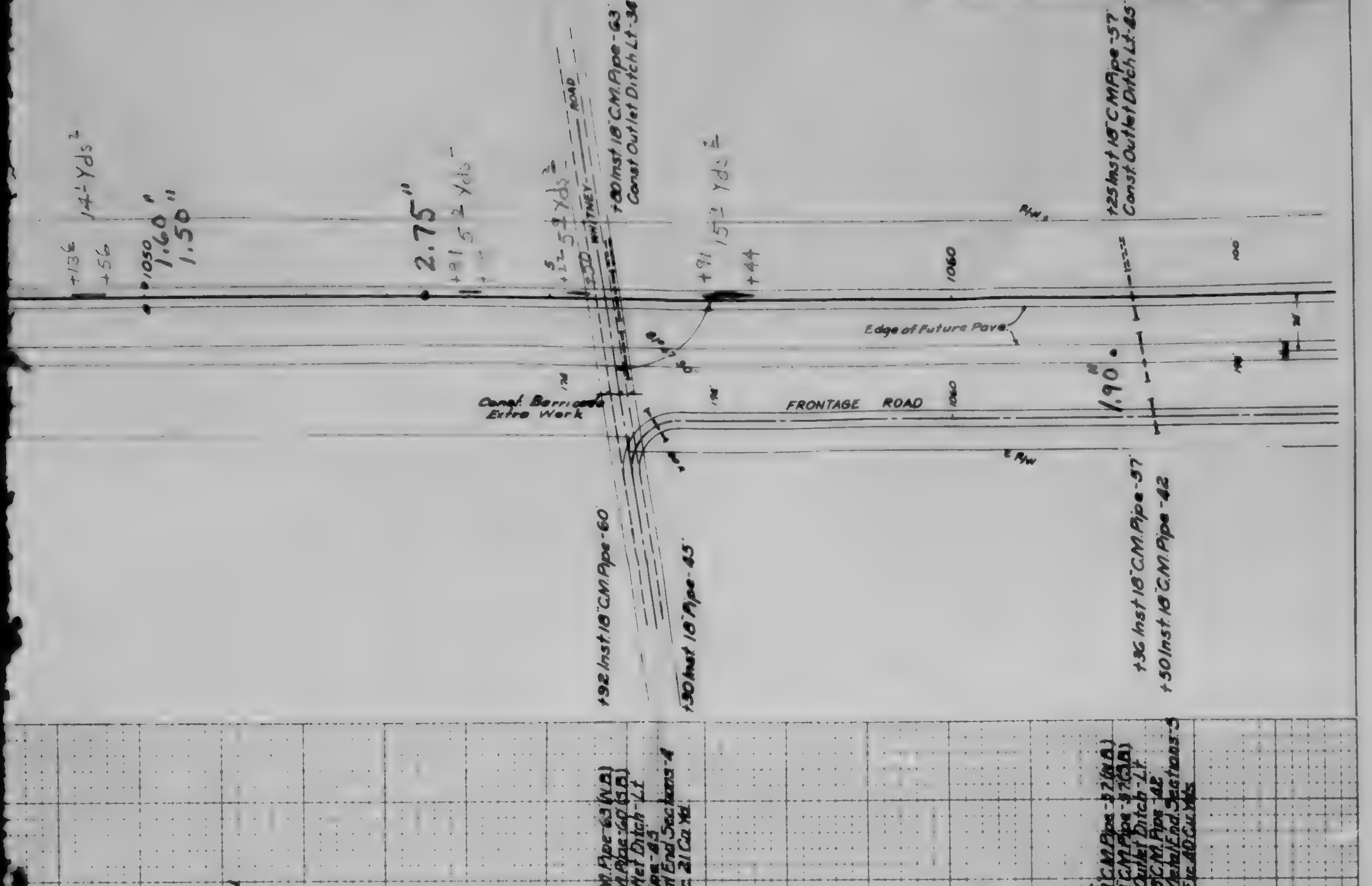


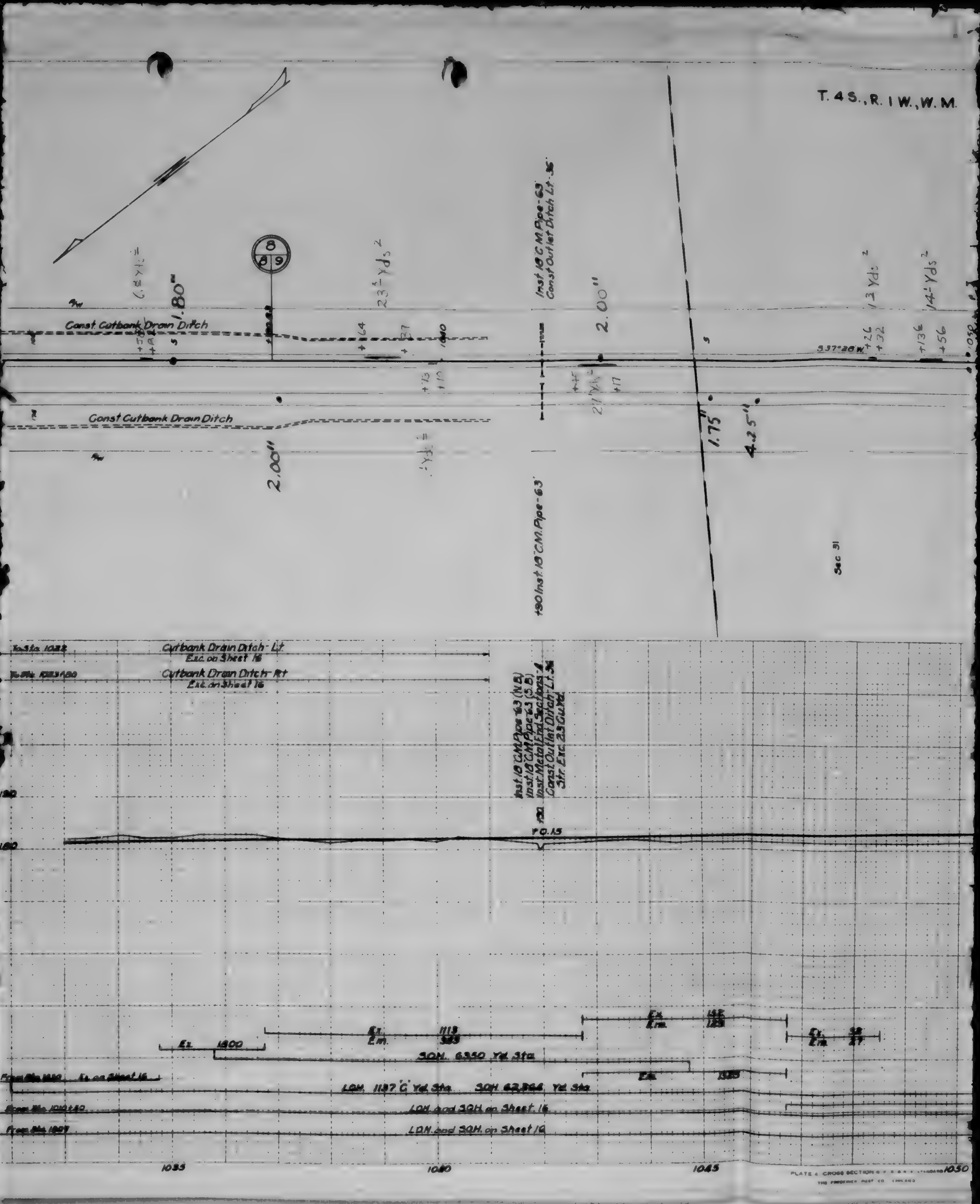

To Sta E8+81.42 RT. See Insert
100' Easement Detour
+00 Inst. 18" C.M. Pipe-66
1.80"
2.50"
18 Conc. Pipe-48
R/W
1000
1005
1010
1015
Inst. 18" C.M. Pipe-69
Const. Outlet Ditch Rt
UNDERCROSS
Const. Drain Ditches-Rt
Ex. 52 C.Y.
Structure
290' R.C. B.G.
26' Roadway
Under Separate Contract
Finished Gr.-10' Lt or Rt
+5.00
-5.00
310' V.C.
100' V.C.
290' V.C.
-0.20
200
190
180
201.90
Const. Cutbank Drain Ditch-Lt
Exc. 615 C.Y.
To Sta 994+29
Const. Cutbank Drain
Exc. 36 C.Y.
+0.38
400' V.C.
+0.75
+68.22
Ex. 63
Em. 54
Ex. 814
Em. 690
Ex. 4351
S.O.H.
See Sheet 15
To Sta 980+50
To Sta 977+80
Ex. 10,444
Ex. 532
Ex. 5774
Ex. 3532
L.O.H. 210 C.Yd.
L.O.H. 58 C.Yd. Sta.
Place Topsoil Sta 974+50 to 1015+50 (See Sheet 15)
DETOUR - LT.
0.0
Exc. 420
Em. 361
S.O.H. 31 Yd. Sta.
Ex. 83
Ex. 2
Ex. 38
Em. 33
FRONTAGE RD. LT.
+0.1
-0.66
100' V.C.
Inst. 12" Pipe-45'
Str. Exc. 2 Cu. Yd.
Ex. 178
Em. 60
Em. 91
1005
1010
1015

I W., W.M.

WILLAMETTE RIVER- GERVAIS UNIT
WILLAMETTE RIVER-HAYESVILLE SECTION
PORTLAND SALEM EXPRESSWAY
CLACKAMAS & MARION COUNTIES

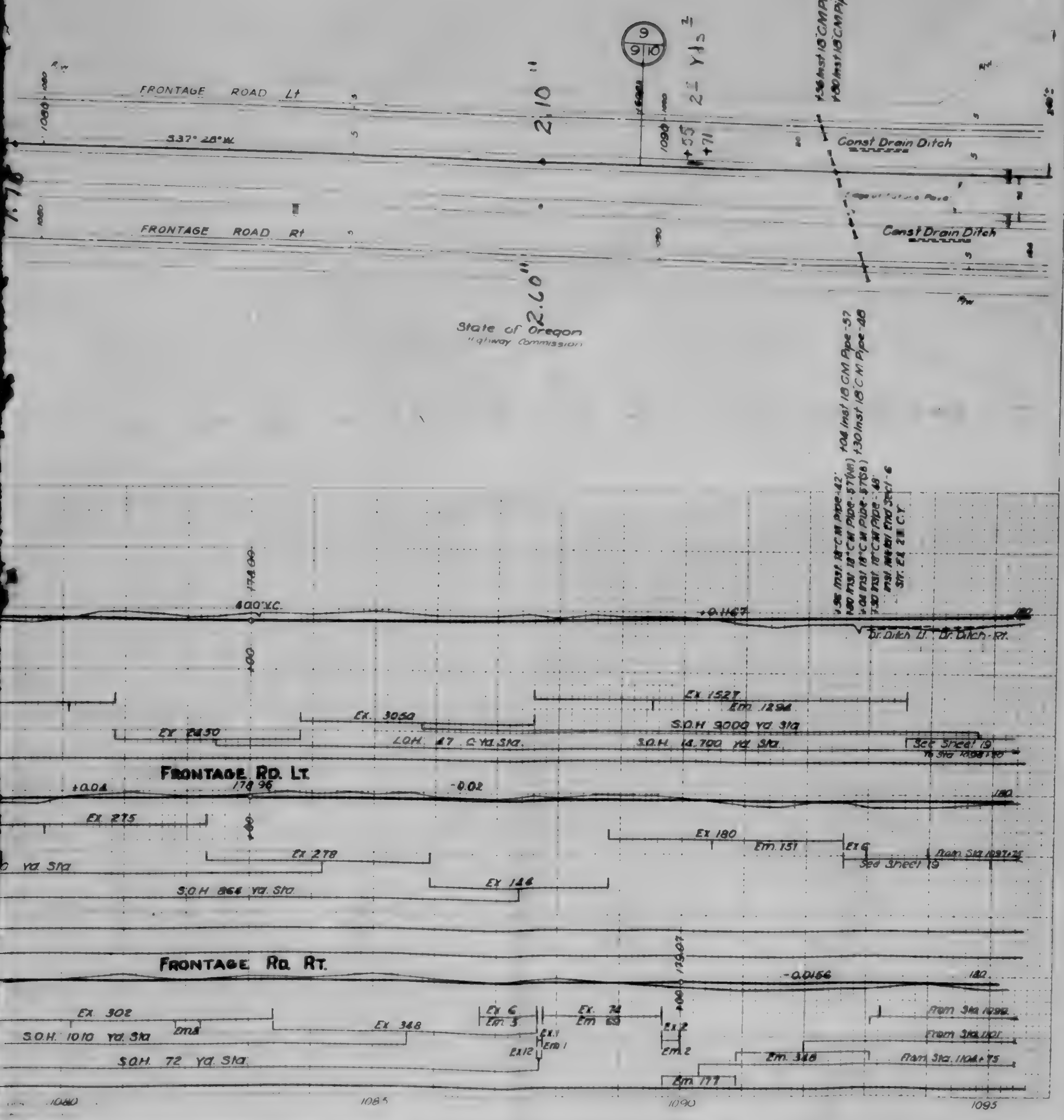
FED ROAD Div. No	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No. 17 / TOTAL SHEETS
8	OREGON	BF1-324(6)		See Index

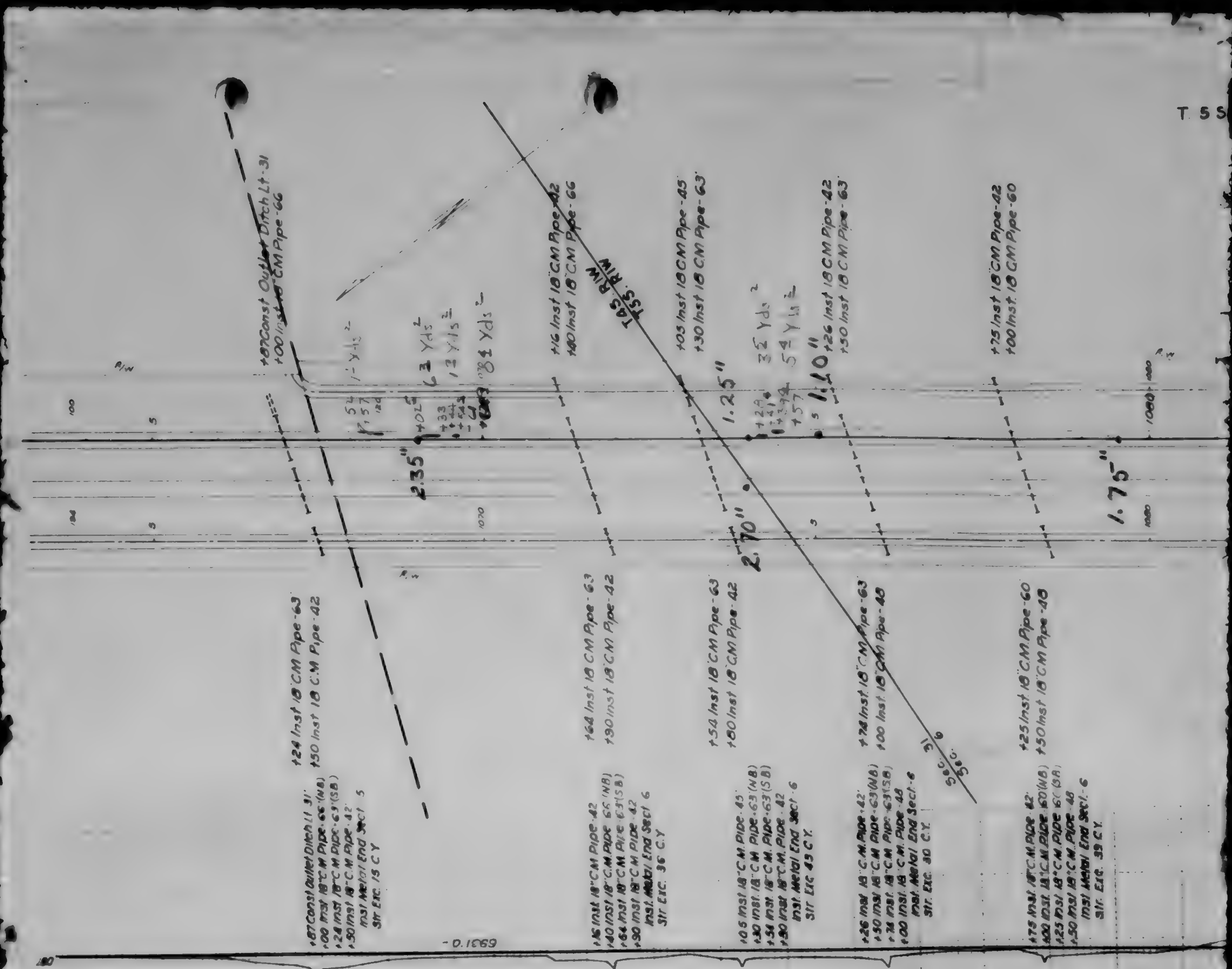



T. 4 S., R. 1 W., W. M.
Const. Cutbank Drain Ditch
Const. Cutbank Drain Ditch
1.80"
2.00"
2.00"
1.75"
4.25"
6 ± Yds²
23± Yds²
Yds²
21 Yds²
13 Yds²
14± Yds²
8
8 9
+64
+37
1040
+13
+17
+17
+26
+32
+136
+56
S37°38'W.
Inst. 18" C.M. Pipe-63
Const. Outlet Ditch Lt. 36'
+90 Inst. 18" C.M. Pipe-63
Sec. 31
To Sta. 1022
Cutbank Drain Ditch- Lt.
Exc. on Sheet 16
To Sta. 1023+50
Cutbank Drain Ditch- Rt.
Exc. on Sheet 16
Inst. 18" C.M. Pipe 63 (N.B.)
Inst. 18" C.M. Pipe 63 (S.B.)
Inst. Metal End Sections-4
Const. Outlet Ditch- Lt. 36
Str. Exc. 23 Cu. Yd.
+90
F.G. 15
190
180
Ex. 1800
Ex. 1113
Em. 323
Ex. 142
Em. 123
Ex. 38
Em. 27
SOH. 6350 Yd. Sta.
Ex. 1323
From Sta. 1030 Ex. on Sheet 16
LOH. 1137 C. Yd. Sta. SOH. 62,366 Yd. Sta.
From Sta. 1010+50
LOH. and SOH. on Sheet 16
From Sta. 1009
LOH. and SOH. on Sheet 16
1035
1040
1045
1050
PLATE 4 CROSS SECTION
THE FREDERICK POST CO. CHICAGO

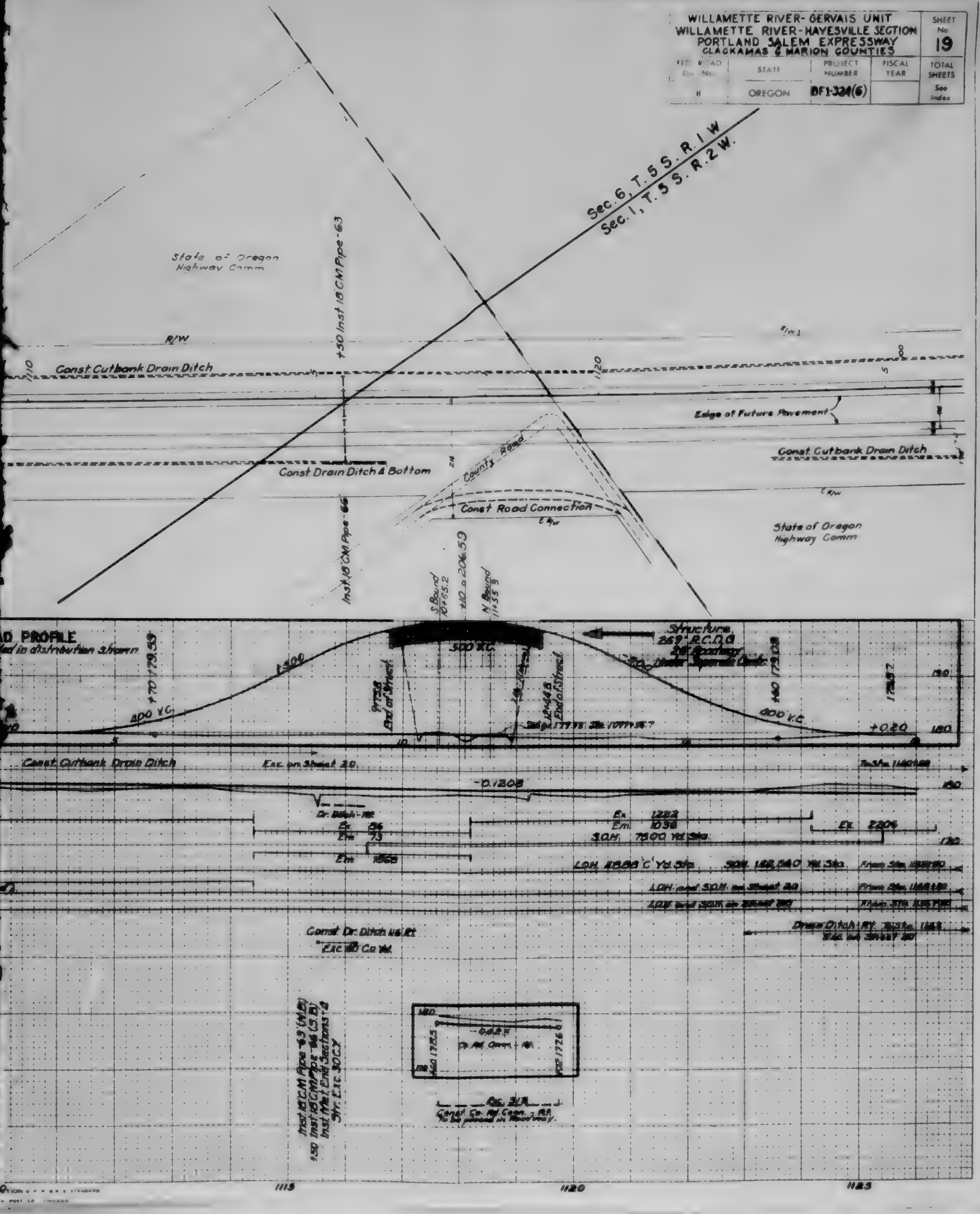
T. 5 S., R. 1 W., W.M.

WILLAMETTE RIVER-GERVAIS UNIT WILLAMETTE RIVER-HAYESVILLE SECTION PORTLAND SALEM EXPRESSWAY CLACKAMAS & MARION COUNTIES				SHEET No 18
ROAD No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	BF1-324(6)		See Index




T 5 S
+87 Const Outlet Ditch Lt-31
+00 Inst 18"CM Pipe-66
+16 Inst 18"CM Pipe-42
+80 Inst 18"CM Pipe-66
+05 Inst 18"CM Pipe-45
+30 Inst 18"CM Pipe-63
+26 Inst 18"CM Pipe-42
+50 Inst 18"CM Pipe-63
+75 Inst 18"CM Pipe-42
+00 Inst 18"CM Pipe-60
T5S R/W
63 Yds
12 Yds
81 Yds
35 Yds
54 Yds
2.35"
1.25"
1.10"
2.70"
1.75"
+24 Inst 18"CM Pipe-63
+50 Inst 18"CM Pipe-42
+64 Inst 18"CM Pipe-63
+90 Inst 18"CM Pipe-42
+54 Inst 18"CM Pipe-63
+80 Inst 18"CM Pipe-42
+78 Inst 18"CM Pipe-63
+00 Inst 18"CM Pipe-48
+25 Inst 18"CM Pipe-60
+50 Inst 18"CM Pipe-48
Sec. 31
Sec. 6
+87 Const Outlet Ditch Lt 31
+00 Inst 18"CM Pipe-66 (NB)
+24 Inst 18"CM Pipe-63 (SB)
+50 Inst 18"CM Pipe-42
Inst Metal End Sect 5
Str Exc 15 CY
+16 Inst 18"CM Pipe-42
+40 Inst 18"CM Pipe 66 (NB)
+64 Inst 18"CM Pipe 63 (SB)
+90 Inst 18"CM Pipe-42
Inst Metal End Sect 6
Str Exc 36 CY
+05 Inst 18"CM Pipe-45
+30 Inst 18"CM Pipe-63 (NB)
+54 Inst 18"CM Pipe-63 (SB)
+80 Inst 18"CM Pipe-42
Inst Metal End Sect 6
Str Exc 43 CY
+26 Inst 18"CM Pipe-42
+50 Inst 18"CM Pipe-63 (NB)
+78 Inst 18"CM Pipe-63 (SB)
+00 Inst 18"CM Pipe-48
Inst Metal End Sect 6
Str Exc 30 CY
+75 Inst 18"CM Pipe 42
+00 Inst 18"CM Pipe 60 (NB)
+25 Inst 18"CM Pipe 60 (SB)
+50 Inst 18"CM Pipe 48
Inst Metal End Sect 6
Str Exc 39 CY
-0.1569
Ex 222
Em 188
Ex 286
Em 208
Ex 872
Em 739
From Sta 1009
Em 4893
0.0
Ex 11
Em 240
Ex 77
Em 65
Ex 109
Em 182
Ex 5
Em 4
Ex 2
Em 3
Ex 1
S.O.H. 840 Yd Sta
L.O.H. & C Yd Sta
Em 233
Em 121
-0.155
0.0
To Sta 1061+10
Ex 227
Em 188
Ex 134
Em 90
Ex 18
Em 15
Em 248
S.O.H. 1010
From Sta 1060+15 S.O.H. 610 Yd Sta
From Sta 1057+60
Em 258
Em 471
Em 295
Em 10
1070
1080

WILLAMETTE RIVER- GERVAIS UNIT WILLAMETTE RIVER-HAYESVILLE SECTION PORTLAND SALEM EXPRESSWAY CLACKAMAS & MARION COUNTIES				SHEET No 19
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	DF1-324(6)		See Index



T. 5 S., R. 1 W., W. M.

UNDERCROSSING at CROSBY ROAD

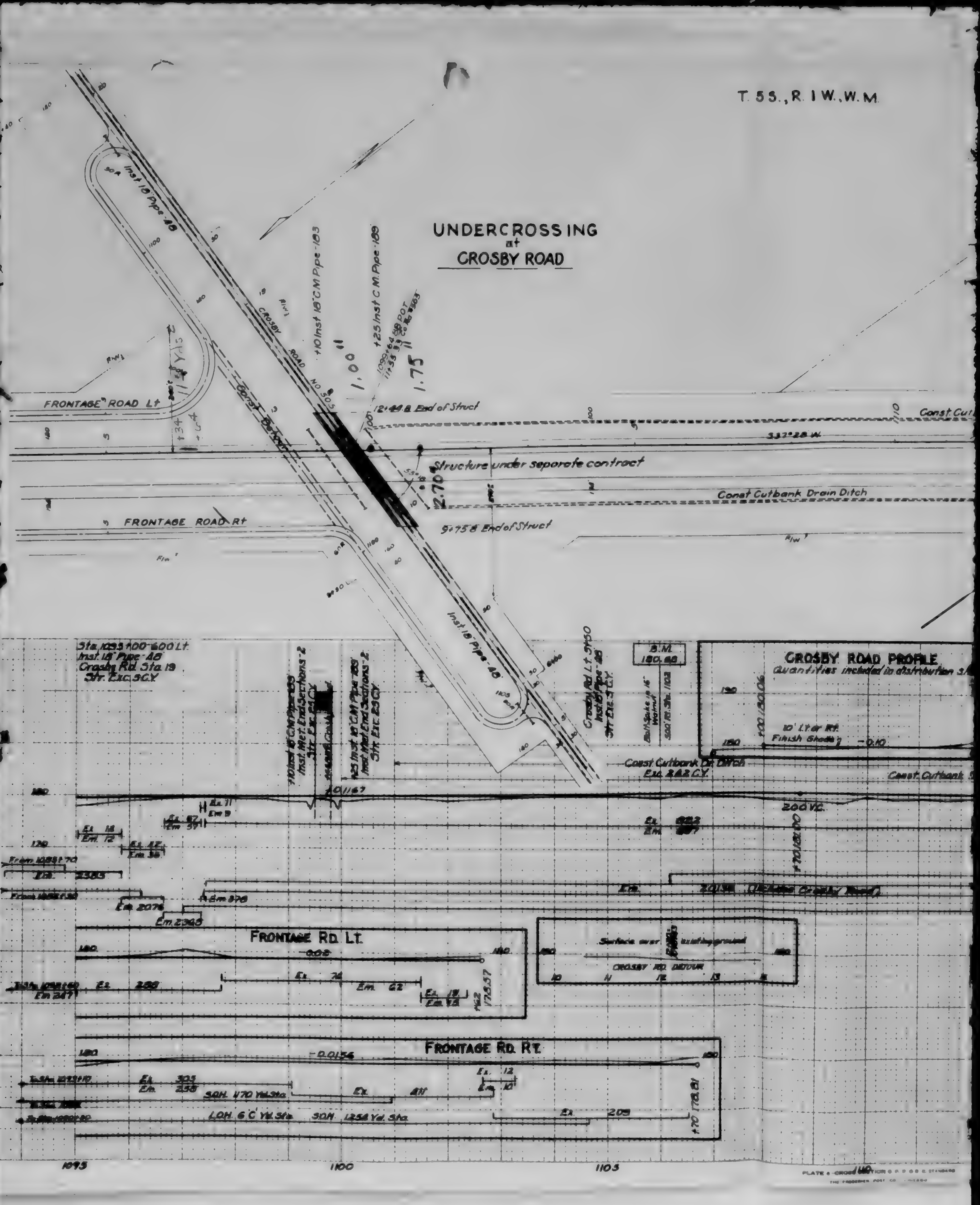


PLATE 4 - CROSS SECTION

BFI-324(10) Concomley Rd.-Hayesville 1954
Unit, Willamette R.-Hayesville
#4249 Sec., Portland-Salem Exp.

7
BFI-324 (10)
4249

September 6, 1956

W. C. WILLIAMS

Concomley Road-Hayesville
Contract #4249
Federal Aid Project
BFI 324 (10)

FINAL COST ANALYSIS
Paving
Parker-Schram, Contractor
C. A. Starkey, Resident Engineer

Pacific Highway
Prefix: 24-1079

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Coarse Mat'l in Base	293,407	Cu.Yd.	$ 1.42	$ 1.20	$352,097.61	$416,637.94
3/4"-0 Mat'l in Base and Shoulders	38,176	Cu.Yd.	1.65	1.41	54,032.72	62,990.40
Sprinkling	7,068.4	M/gal.	1.50	1.08	7,636.23	10,602.60
3/4"-0 Mat'l in Binder Course	2,613	Cu.Yd.	2.15	1.52	3,972.93	5,617.95
RC-3 Asph. in Binder Course	552.14	Ton	40.00	38.34	21,163.68	22,085.60
Class "B" Asph. Conc.	57,103.63	Ton	4.85	4.22	240,986.61	276,952.61
PA #1 -150-200 Asph. in Binder Course	52.46	Ton	40.00	38.34	2,011.29	2,098.40
PA #1 Aggr. in Binder	782	Cu.Yd.	3.00	2.73	2,132.02	2,346.00
PA#4 RC-3 Asph. in Shoulder Seal	221.85	Ton	45.00	38.20	8,404.84	9,983.25
PA #4 - 3/4"-0 Aggr. in Shoulder Seal	1,398	Cu.Yd.	3.00	2.60	3,617.79	4,194.00
PA #5 Emuls. Asph. in Pave Seal	89.55	Ton	55.00	43.32	3,855.79	4,925.25
PA #6 1¼"-0 Base Rock in SP for Maint.	27,946.2	Cu.Yd.	.40	Cost included in the Coarse Mat'l in Base		11,178.48
PA #6 - 3/4"-½" Pav. Aggr. in SP for Maint.	244.32	Cu.Yd.	1.00	Cost included in Class "B" Asph Conc. Pave.		244.32
PA #6 - ¼"-0 Pav. Aggr. in SP for Maint.	2,136.38	Cu.Yd.	1.00	1.00	2,136.38	2,136.38
PA #6 - 3/4"-0 Base Rock in SP for Maint.	411.64	Cu.Yd.	.75	.75	308.73	308,73
PA #6 - ¼"-#10 Seal Aggr. in SP for Maint.	1,003.2	Cu.Yd.	2.75	2.24	2,244.48	2,758.80
PA #7 Ext. Allow. for Class "B" Asph. Conc.	128.3	Ton	1.309	Cost included in the Class "B" Asph.Conc.		167.94
PA #7 Ext. Allow. for Aggregate	1,433	Cu.Yd.	.35	Cost included in the crushed aggregate		501.55

A

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Force Account					$ 13,726.31	$ 14,350.97
					$718,278.41	$850.081.17

Gross Revenue	$850,081.17
Total Cost	718,278.41
Profit	131,802.76

Net Profit Equals 15.5% of Gross Revenue

Detail of Cost

Labor:

Labor	$149,291.66	
Labor Insurance	13,290.72	
Health and Welfare	5,093.79	
		$167,676.17

Materials:

RC-3 Asphalt	786.47 Tons at	$25.75	20,251.65	
86-100 Asphalt in Mix	3,824.52 " "	22.50	86,052.16	
150-200 Asphalt	52.46 " "	22.50	1,180.36	
RS-1 Asphalt	27.82 " "	25.00	695.75	
SS-2 Emuls.	89.55 " "	27.25	2,440.26	
Freight on Asphalt	4,780.82 " "	2.60	12,430.13	
				123,050.31

Equipment Rentals and Miscellaneous Supplies:

Equipment Rental (Owned)	293,645.34	
Equipment Rental Hired Fully Operated	40,328.26	
Gas, Oil and Grease	31,765.73	
Heating Oil	4,151.95	
Bond	6,242.72	
P.U.C.	550.00	
P.L. and P.D. Insurance	1,857.40	
Small Tools and Misc. Supplies	10,323.62	
Move In, Freight & Cartage	8,550.00	
General Office and Overhead	24,970.37	
Electric Power	5,164.54	
		427,549.93

Total Cost . . . . $ 718,278.41

Remarks:

This was a "Federal Aid" project calling for the paving of 7.49 miles of highway roadbed on the Portland-Salem Expressway (R. H. Baldock Freeway) in Marion County.

The contract was bid and awarded August 9, 1954, work started February 21, 1955, and the project completed October 31, 1955.

The contractor started clearing crushing plant and stockpile site with one D-8 cat and dozer and a 3/4 cubic yard dragline shovel on February 21, 1955, at the specified gravel bar located approximately 3.2 miles west (via existing roads) from the highway at Station 1018+20. This deposit lies along the Willamette River at a point west of the Keizer school and about 1.5 miles west of a paved county road. The deposit is known as the Charge Bar and surrounds an operation of the Valley Sand and Gravel Company.

The contractor started moving in and setting up his crushing plant March 1, 1955 and started crushing gravel for a test run April 11, 1955; shut down the crush plant for adjustment and high water, started crushing steadily April 25, 1955, working two 8-hour shifts. A total of 413,799 cubic yards of gravel was crushed in 1,180 hours for an average of 351 cubic yards per hour which was excellent production.

Equipment used to get gravel to the crushing plant: one 2½ cubic yard shovel, three D-W 10 bottom dump trucks, one dumptor, and one D-8 cat and dozer; conveyors were used to get the crushed gravel into the stockpile with the aid of a D-8 cat and dozer. A bunker was built to load the hauling vehicles, and a D-8 cat and dozer was used to fill the bunker. The equipment used for hauling the gravel to the road was as follows: three tandem trains, 21 cubic yard capacity, and a various number of hired trucks. The material was handled on the road with one blade and one rubber-tired roller. Very good progress was made on the hauling and processing of the course base and the 3/4"-0 base and shoulder material.

The contractor moved in and set up a new 4,000 pound batch Madsen paving plant at the stockpile site near the crushing plant setup, and the paving was started August 1, 1955. A total of 57,104 tons were mixed and laid in 310 hours for an average of 184 tons per hour, which was very good production.

The contractor had good bid prices, good equipment, and good supervision, realizing a good profit.

[illegible] Jove
Chief Cost Analyst

By . . George Kayser

BFT-324(10)
4249

OREGON STATE HIGHWAY DEPARTMENT
(date)
August 14, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4249	10-Final	Parker-Schram Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
17108	H-158231	$ 25,501.49	8/14/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1955

Time Extensions: None

Completion Date: Oct. 31, 1955

Date Accepted: June 4, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 8-15-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: AUG 15 1956

Ruth Rawlings

VED
1956
LING

224 (10)

249

August 3, 1956

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Department
6th Floor Mills Tower
San Francisco 4, California

Gentlemen:

State Highway Contract No. 4249 for work performed on the Connorley Road-Hayesville Unit, Willamette River-Hayesville Section of the R. H. Baldock Freeway in Marion County was completed by the contractor, Parker-Schram Co., on October 31, 1955, and was formally accepted by the Highway Commission on June 4, 1956.

Final payment in the amount of $25,591.19 will be released to the contractor on or after August 13, 1956. The total contract amount is $850,081.17 of which amount $14,350.97 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

WBC:PP

cc: Amerata & Schram
440 Mead Building
Portland 4, Oregon

NOTED ON CARD

IVED
3 1956
FILING
224 (10)
424

July 23, 1956

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Parker-Schram Co. on contract No. 4249, covering the Concomley Road-Hayesville Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion County. This payment, in the amount of $2,992.65, will be released to the contractor on or after August 2, 1956. The retained percentage is $25,502.21.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Amerata & Schram
440 Mead Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
DEC 1 1955
FOR FILING

[illegible]
4249

November 30, 1955

Glens Falls Indemnity Company
Pacific Coast Dept.
6th Floor Mills Tower
San Francisco, 4, California

Gentlemen:

It is the intention of the State Highway Commission to release to Parker-Schram Co. a portion of the funds heretofore retained by the Commission on contract No. 4249, covering paving on the Concomley Road-Hayesville Unit, Willamette-River-Hayesville Section of the Portland-Salem Expressway in Marion County.

This payment, in the amount of $47,256.69 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $24,970.87. The present payment will be released on or after December 10, 1955.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - Glens Falls Indemnity Company
Amerata & Schram
440 Mead Bldg.
Portland 4, Oregon

NOTED ON CARD

11-30-55

BF1-334(10)

Form E-1-Rev 6-55—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 5, 1955

Section Concomley Rd. - Hayesville Unit Willamette River - Hayesville
Kind of work Paving
Section prefix 24-1079
Highway Portland - Salem Expressway
Contract number 4249
Contractor Parker Schram Company
Date of completion October 31, 1955
Date of contract August 9, 1954
Estimated date of completion October 31, 1955
Date work started February 21, 1955
Per cent of time elapsed 100 %
Project authorization $892,381.50
Exclusive of Engineering $828,923.26
Estimated cost of completed project, exclusive of engineering $862,649.31
Estimated per cent overrun ~~or underrun~~ 4.07 %
Per cent of contract completed, based on total contract price 100 %
Engineering authorization $63,458.24
Date project was completed October 31, 1955
Engineering cost to date $30,000.00, 47 %

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed this contract on October 31, and has been released from any
further contractual work. This will be the last weekly report on this project.
Semi final estimate will be submitted when the contractor submits some EWO bills
done this week.

NOTED
OSCAR CUTLER

RECEIVED
1955
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
L. H. Young

NOTED
W. T. WRIGHT

Signed Glenn A. Starkey, Res. Eng'r. Glenn A. Starkey
Address Rm 210, Lab Bldg, Salem, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 96385

RECEIVED
NOV 7 1955
FOR FILING

BFI-324 (10)
1-11

November 4, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 31, 1955 on Contract No. 4249, Concomly Road-Hayesville Unit, Willamette River-Hayesville Section, in Marion County, in connection with Federal Aid Project No. BFI-324(10).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc: John Cattrall

DBP:eh

RECEIVED
OCT 10 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 7th, 1955

SUBJECT:

To: Mr. J. D. Walker
Division Engineer

NOTED
W. C. WILLIAMS

Juve handed me a letter this morning from Starkey which refers to the acquisition of some excess crushed rock on the Parker-Schram job, Contract #4249, Portland-Salem Expressway.

Please prepare and have executed a price agreement for the acquisition of the material at $0.40 per cubic yard. This approval is based upon the assumption that there will be approximately 25,000 cubic yards of material. If there is any appreciable change, please take it up with me.

Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:AR

cc to: W. C. Williams

FORM E-30X 25M 8-50 42289

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Oct. 5, 1955

SUBJECT: Purchase of Excess Crushed Rock
Parker-Schram Contract #4249
Portland-Salem Expressway

To: Mr. J. D. Walker
Division Engineer
DEPARTMENT

Dear Sir:

The above contractor has crushed approximately 25,000 cubic yards of 1¼" - 0" base rock, located at the Charge bar in Keizer. He wishes to sell it to the Department at a price of forty cents per yard.

It is impossible for us to get an accurate cross section measurement at this time due to the ununiformity of the pile. If the Department wishes to purchase this material I will have the contractor shape it into a more uniform mass and obtain accurate measurements to determine the exact quantity.

Very truly yours,

Glenn A. Starkey

Glenn A. Starkey
Resident Engineer

NOTED
FORREST COOPER

Form E-55—1824—7-55

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION

Laboratory Report

Project Concomly Rd.-Hayesville
Highway Portland-Salem Expressway
Contractor or Foreman Parker Schram Co. Contract No. 4249
Submitted by R. Van Pelt
Paving Crew No.

Prefix No. 24-1079
County Marion
F. A. Project No. WI 124(10)
Date reported Sept. 20, 1955

REPORT ON SAMPLE OF BITUMINOUS MIXTURE

Type
Asphaltic cement Grade
Weather Date laid
Date sampled Sept. 12, 1955
Sampled by R. Van Pelt
Remarks:

Mixture B Top
Location by mile Sta. 1566+50 Left
Average thickness 2"
Date received Sept. 19, 1955

TEST RESULTS

Laboratory No. 375548
Data Sheet No. None

Granulometric analysis:
Retained on *Per cent single sieve*

Screen opening: To ¼ in.
¼ in. and below:— Square

Core ~~Mix~~ sample
Sp. Gr. after compression 2.26
Location
Specific gravity agg. 2.67
% Voids after compression 7.9
Voids mineral aggregate
Compaction
Thickness

REMARKS

Pass No. 200
Tar and/or bitumen
Aggregate passing No. 10 sieve:
Retained on *Per cent single sieve*
No. 40
No. 80
No. 200
Pass No. 200

RECOMMENDATIONS

TEST BEFORE DISTRIBUTION:
x Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Walker
x Resident Engineer Stanley
Dist. Maint. Supt.
Foreman
x Files
x Howard
x G. S. Paxson

G. W. Harra
Engineer of Materials

State Printing 87115

Form E-55—15M—7-55

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION

Laboratory Report

Project	Concomly Road-Hayesville	Prefix No.	24-1079
Highway	Portland-Salem Expressway	County	Marion
Contractor or Foreman	Parker Schram Co. Contract No. 4249	F. A. Project No.	FI 324(10)
Submitted by	R. Van Pelt	Date reported	Sept. 20, 1955
Paving Crew No.			

REPORT ON SAMPLE OF BITUMINOUS MIXTURE

Type		Mixture	B. Base
Asphaltic cement	Grade	Location by mile	Sta. 1560+50 Left
Weather	Date laid / Date sampled Sept. 16, 1955	Average thickness	2"
Sampled by	R. Van Pelt	Date received	Sept. 19, 1955
Remarks:			

TEST RESULTS

Laboratory No. 375547
Data Sheet No. None

Screen opening: To ¼ in.
¼ in. and below:— Square

Core sample

Sp. Gr. after compression	2.25
Location	
Specific gravity agg.	2.67
% Voids after compression	7.9
Voids mineral aggregate	
Compaction	
Thickness	

Granulometric analysis:
Retained on *Per cent single sieve*

REMARKS

Pass No. 200
Tar and/or bitumen
Aggregate passing No. 10 sieve:
Retained on *Per cent single sieve*
No. 40
No. 80
No. 200
Pass No. 200

RECOMMENDATIONS

TEST BEFORE DISTRIBUTION:
- x Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Walker
- x Resident Engineer Starkey
- Dist. Maint. Supt.
- Foreman
- x Files
- x Howard
- x G. S. Paxson

G. W. Harra
Engineer of Materials

State Printing 87115

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SEP 23 1955

~~FOR FILING~~

42+19

EGON STATE HIGHWAY DEPART NT
MATERIALS DIVISION

Laboratory Report

Project	Concomley Rd.-Hayesville	Prefix No.	3W-1079
Highway	Portland-Salem Expressway	County	Marion
Contractor or Foreman	Parker Schram Co. Contract No. [illegible]	F. A. Project No.	FI 324(10)
Submitted by	E. Van Pelt	Date reported	Sept. 20, 1955
Paving Crew No.			

REPORT ON SAMPLE OF BITUMINOUS MIXTURE

Type		Mixture	B. Base
Asphaltic cement	Grade	Location by mile	Sta. 1571+00 L&E Right
Weather	Date laid	Average thickness	2 3/8"
Sampled by E. Van Pelt	Date sampled Sept. 16, 1955	Date received	Sept. 19, 1955
Remarks:			

TEST RESULTS

Laboratory No. 375545
Data Sheet No. None

Granulometric analysis:
Retained on *Per cent single sieve*

Pass No. 200
Tar and/or bitumen
Aggregate passing No. 10 sieve:
Retained on *Per cent single sieve*
No. 40
No. 80
No. 200
Pass No. 200

Screen opening: To ¼ in.
¼ in. and below:— Square

Core ~~Mix~~ sample

Sp. Gr. after compression	2.29
Location	
Specific gravity agg.	2.67
% Voids after compression	6.2
Voids mineral aggregate	
Compaction	
Thickness	

REMARKS

RECOMMENDATIONS

TEST BEFORE DISTRIBUTION:
x Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Walker
x Resident Engineer Starkey
Dist. Maint. Supt.
Foreman
x Files
x Hassard
x G. S. Paxson

Engineer of Materials

State Printing 87115

NOTED
G. S. PAXSON

Form. E-55—15M—7-55

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION

Laboratory Report

Project Concomly Road-Hayesville
Highway Portland-Salem Expressway
Contractor or Foreman Parker Schram Co.
Contract No. 4849
Submitted by E. Van Pelt
Paving Crew No.
Prefix No. Hr-1079
County Marion
F. A. Project No. FI 324(10)
Date reported Sept. 20, 1955

REPORT ON SAMPLE OF BITUMINOUS MIXTURE

Type
Asphaltic cement
Grade
Weather
Date laid Sept. 14, 1955
Date sampled Sept. 16, 1955
Sampled by E. Van Pelt
Remarks:
Mixture B. Top
Location by mile Sta. 1571+00 Lane Right
Average thickness 2½"
Date received Sept. 19, 1955

TEST RESULTS

Laboratory No. 73546
Data Sheet No.

Granulometric analysis:
Retained on *Per cent single sieve*

Screen opening: To ¼ in.
¼ in. and below:— Square

Core
sample

Sp. Gr. after compression	2.24
Location	
Specific gravity agg.	2.67
% Voids after compression	8.7
Voids mineral aggregate	
Compaction	
Thickness	

REMARKS

Pass No. 200
Tar and/or bitumen
Aggregate passing No. 10 sieve:
Retained on *Per cent single sieve*
No. 40
No. 80
No. 200
Pass No. 200

RECOMMENDATIONS

TEST BEFORE DISTRIBUTION:
x Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Walker
x Resident Engineer Starkey
Dist. Maint. Supt.
Foreman
x Files
x Howard
x G. S. Paxson

G. W. Home
Engineer of Materials

State Printing 87115

Form F-61—20M—10-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project	Concomly Rd. - Hayesville			Prefix No.	24-1079
Highway	Portland - Salem Expressway			County	Marion
Contractor	Parker - Schram Co.	Contract No.	4249	F. A. Project No.	EFI-324(10)
Submitted by	M. N. Juve			Date reported	June 30, 1955

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Keiser Pit, 1.9 mi. west of Keizer Sampled at Plant

Date received

To be used Base Surfacing

Quantity represented 1000 c.y.

Sampled by K. J. McGuire

TEST RESULTS

Laboratory No. 366962

Data Sheet No. A-42153

Type of material Crushed Gravel 1½-0

Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
1¾	0	0	
1½	0.6	0.6	
1	7.8	8.4	
3/4	x 21.7	30.1	
5/8	13.8	43.9	
½	12.3	56.2	
¼	20.1	76.3	
10	11.4	87.7	
40	6.9	94.6	
Pass	5.4	5.4	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler

Specific gravity (Le Chatelier)

Unit weight, dry rodded, lbs. per cubic foot

Unit weight, loose, lbs. per cubic foot

Fineness factor

Sodium sulfate test, per cent loss

Asphalt stripping: Natural fines

Manufactured fines

Plasticity index: Natural fines 0 %

Manufactured fines %

Liquid limit: Natural fines 20 %

Manufactured fines %

% Crushed 63.6 %

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess retained on 5/8". Deficient in material passing ¼".

TEST REPORT DISTRIBUTION:

- X Bureau of Public Roads
- X Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- X Division Engineer Walker
- X Resident Engineer Juve
- Dist. Maint. Supt.
- Foreman
- Geology and Soils
- X Files

Engineer of Materials

State Printing 79625

RECEIVED
MAR 16 1955
FOR FILING

BFI-324(10)
4249

March 11, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on February 21, 1955 on Contract No. 4249, Conconley Road-Hayesville Unit, Willamette River-Hayesville Section, in Marion County, in connection with Federal Aid Project No. BFI-324 (10).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DHP:bb

RECEIVED
DEC 6 - 1954
FOR FILING

December 1, 1954

Parker-Schram Co.
200 Builders Exchange Building
Portland, Oregon

Gentlemen:

Your Contract No. 4249 for paving the Concomley Road-Hayesville Unit of the Portland-Salem Expressway provides that the project shall be completed by October 31, 1955.

Considerable progress has been made on the grading of this section and it is contemplated sufficient finished roadbed can be made available for you to start surfacing operations as soon as weather conditions next spring permit.

This letter is to advise you that the Highway Commission is insistent that the project be completed within the allotted time and be opened to traffic immediately thereafter.

The quantities involved are large and completion within the time limit will require careful planning, ample equipment and vigorous effort on the part of the contractor.

I would appreciate a letter from you setting forth your plans of operation together with a time schedule giving your estimated completion dates of the various items involved.

Very truly yours,

R. H. Baldock
State Highway Engineer

JDW:am
cc WCW
JDW

RECEIVED
SEP 15 1954
FOR FILING

September 15, 1954

Parker-Schram Company
200 Builders Exchange Bldg.
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4249, which was awarded to you on August 9 by the State Highway Commission, for paving on Concomley Road-Hayesville Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
FOR FILING

[illegible]
[illegible]

August 11, 1954

Parker-Schram Company
200 Builders Exchange Building
320 S. W. Stark
Portland 4, Oregon

Gentlemen:

The State Highway Commission on August 9, 1954 awarded to you State Highway Contract No. 4-49 for paving the Concomley Road-Hayesville Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway, north from Salem in Marion County.

This award was based on your bid of $778,[illegible].00 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

ehr

cc S. H. Probert
H. C. Smith
R. G. Savage, SIAC

File ✓

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

BFI-324(10)
4249

August 9, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract on Oregon Project BFI-324(10), Concomley Road-Hayesville Unit, on the Portland-Salem Expressway, Contract No. 4249, to Parker-Schram Co., Portland, Oregon, low bidder in the amount of $778,228.00.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
AUG 16 1954
OREGON
STATE HIGHWAY COMMISSION

FI-324(11) Salem By-Pass Guard Rail 1954
Project, Pacific Hwy.
#4250

RECEIVED
JUL 22 1955
FOR FILING

4250

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 15, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4250	7-Final	R & M Construction Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
14086	B-127205	$ 1,983.67	7/15/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawling
ACCOUNTING DIVISION

Specified completion Date: Nov. 30, 1954

Time Extensions: to March 31, 1955

Completion Date: March 31, 1955

Date Accepted: June 30, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 7-18-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JUL 19 1955

Ruth Rawling

NOTED ON CARD

B

RECEIVED
JUL 6 - 1955
FOR FILING

FI- [illegible]
4250

July 6, 1955

CERTIFIED MAIL

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

State Highway Contract No. 4250 for constructing a guard rail on the Salem By-Pass Section of the Pacific Highway East in Marion County was completed by the contractor, R. & M. Construction Co., on March 31 and was formally accepted by the Highway Commission on June 30, 1955.

Final payment in the amount of $1,983.67 will be released to the contractor on or after July 16, 1955. The total contract amount is $51,845.06 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
gl

RECEIVED
APR 15 1955
FOR FILING

F1-3-4
4250

April 15, 1955

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

It is the intention of the State Highway Commission to release to R. & M. Construction Co. a portion of the funds heretofore retained by the Commission on contract No. 4250, covering construction of guard rail on the Salem By-Pass Section of the Pacific Highway East in Marion County.

This payment, in the amount of $21,540.50, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $1,542.10. The present payment will be released on or after April 25, 1955.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
APR 8 1955
FOR FILING

[illegible]

April 6, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on March 31, 1955 on Contract No. 4250, Salem By-Pass Section, in Marion County, in connection with Federal Aid Project No. FI-324 (11).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:bb

cc: John Cattrall

Form E-1-10[illegible]

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Salem By-Pass
For Week Ending April- 2, 1955
Highway Pacific (East)
Kind of work Guard Rail
Contractor R.&.M. Construction Co.
Section prefix 24-1080
Contract number 4250
Date of contract Aug- 7, 1954
Date of completion Nov. 30, 1954
Date work started Oct-28, 1954
Estimated date of completion March 31, 1955
Project authorization $63190.69
Exclusive of Engineering $58697.13
Per cent of time elapsed 200 %
Estimated cost of completed project, exclusive of engineering $58697.13
Per cent of contract completed, based on total contract price 100 %
Engineering authorization $4493.13
Engineering cost to date $4177.00, 92.9 %
Date project was completed 3 - 31, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Spring Brackets for cable Guard Rail - delivered on March 29.

All Cable Guard Rail completed by 6 P.M. March 31-1955.

Job Completed.

NOTED
H. G. SMITH

NOTED
OSCAR [illegible] CUTLER

RECEIVED
APR 5 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed Kenneth E. Barth
Address Room 208 - Lab. Bldg. - Hwy. Shops
Salem - Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	Sight Posts	Metal Guard	Cable Guard	End Anchors	
Miles partially completed	Metal	Rail	Rail		
Miles completed					
Total estimated quantities	320	2700	19500	64	
Estimated quantities moved or placed to date	306	3126	17403	56	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			3		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Light Rain		
Tuesday	Showers		
Wednesday	"		
Thursday	clearing		
Friday	Showers		
Saturday	"		

RECEIVED
DEC 17 1954
FOR FILING

FS-324(11)

December 16, 1954

[illegible] Construction Co.
136 Main St.
Central Point, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on December 7, had under discussion your request for an extension of time from November 30, 1954 to March 31, 1955 within which to complete your contract No. 4250, for constructing guard rail on the Salem By-Pass Section of the Pacific Highway East in Marion County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. [illegible]. Walker,
Division Engineer

[illegible] Wertel,
Resident Engineer

[illegible]. G. Smith,
Construction Engineer

RECEIVED
NOV 29 1954
FOR FILING

FI-031(1)

November 29, 1954

Oregon State Highway Commission

Request for extension of time
No. 21
December 7 and 8 Meeting

Gentlemen:

Herewith is a request from the K & M Construction Company for an extension of time on the Salem By-pass Guardrail, Contract No. 4250, from November 30, 1954 to March 31, 1955.

Difficulty in securing metal for the guardrail and failure of the grading contractor to complete his work materially slowed up the work on this section. The overrun in time will not inconvenience the public or add to the expense of the State, and I would recommend that the extension be granted without penalty.

Mr. C. J. Palk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H.G. Smith

HGS: fp

RECEIVED
NOV 20 1954
FOR FILING

FI-324 (11)

November 18, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Salem By-Pass Guard Rail, Contract No. 4250, Oregon BFI-324 (11), from November 30, 1954 to March 31, 1955, to R & M Construction Company, contractors.

Difficulty in securing metal for the guard rail and failure of the grading contractor to get out of the way has materially slowed up the work on this section. The overrun in time will not inconvenience the public nor add to the expense of the State, and I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc to: H. G. Smith

RECEIVED
NOV 8 1954
FOR FILING

FI-324(11)
4250

November 4, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 28, 1954, on Contract No. 4250, Salem By-Pass Guard Rail Section, in Marion County, in connection with Federal Aid Project No. FI-324 (11).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:ia

RECEIVED
OCT 4 - 1954
FOR FILING

September 30, 1954

R. & M. Construction Company
136 Main Street
Central Point
Oregon

Gentlemen:

We enclose herewith a fully executed copy of Contract No. 4250, which was awarded to you August 9, 1954 by the State Highway Commission, covering guard rail construction on the Salem By-Pass Section of the Pacific Highway East in Marion County. This copy is for your files.

A copy of this contract is also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

RECEIVED
[illegible]
FOR FILING

August [illegible], 1954

R & M Construction Company
136 Main Street
Central Point, Oregon

Gentlemen:

The State Highway Commission on August 9, 1954 awarded to you State Highway Contract No. 4250 for construction of the Salem By-pass Guard Rail Project on the Pacific Highway East, east of Salem in Marion County.

This award was based on your bid of $55,669.50 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

eh:

cc S. H. Probert
H. G. Smith
R. G. Savage, SIAC

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT
FI 324(11)
4250

August 9, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract on Oregon Project FI-324(11), Hayesville School-Battle Creek Junction, Salem By-pass Section, of the Pacific Highway East, Contract No. 4250, to R & M Construction Company, Central Point, Oregon, low bidder in the amount of $55,669.50.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
AUG 16 1954
OREGON
STATE HIGHWAY COMMISSION

DEPARTMENT OF COMM
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

File

OREGON DISTRICT

FI -324(11)
4250

July 23, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project FI-324(11), Hayesville School-Battle Creek Junction Unit (Guard Rail and Sight Posts), Salem By-Pass Section of the Pacific Highway East. This is to authorize your advertising for bids.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
JUL 30 1954
OREGON
STATE HIGHWAY COMMISSION

24-1081 Salem By-Pass (US99E) 1954
Illumination
4251

RECEIVED
JUN 7 1955
FOR FILING

FORM [illegible] REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

June 6, 1955

George L. Rochat & Son
4557 N. Williams Ave.
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting held on May 25 had under discussion your request for an extension of time, from April 1 to May 31, 1955, within which to complete your contract No. 4251, covering Salem- By-Pass Illumination on the Pacific Highway in Marion County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

C. P. Kennan,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

4251

OREGON STATE HIGHWAY DEPARTMENT
(date)
May 27, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4251	4-Final	George L. Rochat & Son	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
10588	R-123670	$ 3,013.18	5/27/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: **Oct. 31, 1954**

Time Extensions: **May 31, 1955 without penalty**

Completion Date: **May 9, 1955**

Date Accepted: **May 25, 1955**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **6-1-55**

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: JUN

NOTED ON CARD

Ruth Rawlings

RECEIVED
MAY 23 1955
FOR FILING

21-1081
[illegible]

May 23, 1955

REGISTERED MAIL

Seaboard Surety Company
Hansen & Rowland, Inc.,
1300 Puget Sound Bank Bldg.,
Tacoma, Washington

Gentlemen:

State Highway contract No. 4251 for work performed on the Salem By-Pass of the Pacific Highway East in Marion County was completed by the contractor, George [illegible]. Rochat & Son, on May 9, 1955, but has not as yet been accepted by the Commission.

Final payment in the amount of $3,013.18 will be released to the contractor after acceptance by the Commission. The total amount is $14,388.18, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dd

cc: Seaboard Surety Company
75 Maiden Lane
New York 38
N. Y.

RECEIVED
MAY 23 1955
FOR FILING

1-1081
4251

May 20, 1955

Request for extension of time
No. 11
May 25 and 26 meeting

Oregon State Highway Commission

Gentlemen:

Re: Salem By-pass Illumination
Contract No. 4251

George L. Bochat and Son, contractor on the Salem By-pass illumination installation, has requested a third extension of time from April 1, 1955 to May 31, 1955 in which to complete the contract.

All work on this contract with the exception of painting the light poles was completed on February 17, 1955. The illumination installation was put into operation at that time. All work on the project was completed on May 9.

It is recommended that this third extension be granted without penalty. This is a state project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. P. M. Stephenson

PMS:aa lg

RECEIVED
MAY 16 1955
FOR FILING
C
P
V
27-441
4251

May 13, 1955

Massachusetts Bonding and Insurance Company
Lumbermen's Building
Portland, Oregon

Attention: Mr. Joseph F. Lambe, Jr.
Manager

Gentlemen:

This is in reply to your letter of May 12 concerning the amount of money that the State Highway Department owed to Rochat Electric Co. as of December 31, 1954.

Rochat Electric Co. held two contracts with the State Highway Department, one for illumination of the Salem By-pass, No. 4251, and the other for illumination on the Barbur Boulevard-White School Section of the Portland-Salem Expressway, No. 4237. Contract No. 4251 was completed May 9, 1955. The other contract has not been completed although the completion date has been extended to May 28, 1955.

On Contract No. 4251, our records show that as of November 10 an estimate was submitted showing that the contractor was paid $1,170. However, this payment was undoubtedly received by the contractor prior to December 31. The next estimate on this contract is dated February 10, 1955. Our records do not show how much work was performed between November 10 and December 31, 1954. Apparently the amount must have been small or an estimate would have been prepared.

Contract No. 4237 ahows that the contractor on December 21, 1954 was mailed a check in the amount of $8,232.25. The retained percentage as of December 5, 1954 was $1,899.75. On January 5, 1955, an estimate was paid to the Contractor in the amount of $2,533, and the retained percentage as of January 5 was the same amount as for December 5.

The figures that we have shown do not coincide with the $16,420.25 as stated in your letter as being payable on December 31, 1954. We do not know the reason for this discrepancy unless the contractor may have purchased materials which do not show in the estimates.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

C
O
P
Y

MASSACHUSETTS BONDING AND INSURANCE COMPANY
HOME OFFICE, BOSTON 9, MASSACHUSETTS

Portland, Oregon

May 12, 1955

State of Oregon
State Highway Department
Salem, Oregon

Re: Rochat Electric Co.
4636 N. Williams Ave.,
Portland, Oregon

Gentlemen:

As surety for the above concern we were furnished a financial statement dated December 31, 1954 which indicated that as of said date there was owed to the Rochat Electric Co. by the State of Oregon the amount of $16,420.25 as a result of a completed contract #4251 for work performed at the Salem By-Pass. I wonder if it would be possible for you to confirm that this amount was owed as of December 31st and whether or not it has been paid as agreed. I understand that it was due in January of 1955.

We would certainly appreciate your helping us out in this matter and for your convenience in replying I am enclosing a self addressed stamped envelope.

Very truly yours,

J. F. Lambe, Jr.,
Manager

JFL:bh

RECEIVED
MAR 9 1955
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

2-1-[illegible]

4251

March 8, 1955

George L. Rochat & Son
4557 N. Williams Ave.
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting held on March 2 had under discussion your request for an extension of time, from January 31 to April 1, 1955, within which to complete your contract No. 4251 covering Salem By-Pass illumination on the Pacific Highway in Marion County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

L. L. Jensen,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
FEB 7 1955
FOR FILING

2.11-481
47-1

February 3, 1955

Oregon State Highway Commission

Request for extension of time
No. 2
March 2 and 3 meeting.

Gentlemen:

Re: Salem By-Pass Illumination
Contract No. [illegible]

George L. [illegible] & Son, contractor on the Salem By-Pass Illumination project, has requested a second extension of time from January 31, 1955, to April 1, 1955, in which to complete the contract.

The contractor has been delayed by the nonarrival of conduit and electrical wire from his suppliers.

There will be no additional engineering expense to the State on account of this delay. It is recommended that this second extension be granted without penalty. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

PMS/ds
Attached

RECEIVED
NOV 15 1954
FOR FILING

11-51

November [illegible], 1954

[illegible] [illegible] & Son
[illegible] N. Williams Ave.
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting held on October [illegible], 1954 had under discussion your request for an extension of time, from October 31, 1954 to January 31, 1955, within which to complete your contract No. [illegible], covering the [illegible] By-Pass illumination on the Pacific Highway in Marion County.

We are pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily accept any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. [illegible]. Claisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Lloyd [illegible]very, Assistant Secretary

gl

cc: J. [illegible]. Walker,
Division Engineer

L. L. Jensen,
Resident Engineer

G. [illegible]. [illegible]axson,
Ass't. State Highway Engineer

RECEIVED
OCT 25 1954
FOR FILING

24-181
4251

ELWYN A. WRIDE
General Insurance and Surety Bonds
4950 S. W. Barbour Boulevard
Portland, Oregon

C
O
P
Y

October 23rd, 1954

State Highway Commission
State of Oregon
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary.

Re: George L. Rochat & Son. - State of Oregon
Illumination installation, Contract No. 4237.
Portland Salem Expressway.
George L. Rochat & Son. - State of Oregon
Illumination, Pacific Highway, Salem By-pass.
Contract No. 4251.

Dear Herb:

The captioned contractor has submitted their application for an extension of time on the above contracts and on October 12th, last, the surety, "Seaboard Surety Company thru their general agents, Hansen & Rowland Inc, forwarded to you at my request originals and four copies of these applications.

Mr. William Rochat stated to me today that the engineer on the Portland Salem Expressway job called his attention the fact that he had not received the application for this extension of time. No mention was made as to the Salem By-pass job, but I presume the same will apply to that job.

Will you be kind enough to check your files on these contracts and call me as early as convenient, Monday next, October 25th, and advise just what disposition has been made in this matter so that I in turn can satisfy the contractor.

Thanking you, and with kindest regards,

Very truly yours,

/s/ Elwyn A. Wride
Elwyn A. Wride

EAW.ww.

RECEIVED
OCT 21 1954
FOR FILING

P

2 4
4251

October 20, 1954

Oregon State Highway Commission

Request for extension of time
No. 21
October 28 and 29 meeting.

Gentlemen:

Re: Salem By-Pass Illumination
Installation
Contract No. 4251

George L. Hochst & Son, contractor on the Salem By-Pass Illumination Installation, has requested an extension of time from October 31, 1954, to January 31, 1955, in which to complete the contract.

The delay on this installation has been caused by the failure of the grading contractor on the North Santiam Highway Interchange to complete the grading. The illumination installation cannot be done until the grading is completed. The illumination installation at the Market Street and Battle Creek Interchanges has been delayed while awaiting the completion of the paving.

As this delay is not the responsibility of the contractor, it is recommended that this extension of time be granted without penalty. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

PMB/ds

Attached

RECEIVED
OCT 1 - 1954
FOR FILING

241-10X1
[illegible]

September 30, 1954

George L. Rochat & Son
4557 North Williams Avenue
Portland
Oregon

Gentlemen:

We enclose herewith a fully executed copy of Contract No. 4251, which was awarded to you August 9, 1954 by the State Highway Commission, covering illumination on the Salem By-Pass Section of the Pacific Highway in Marion County. This copy is for your files.

A copy of this contract is also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

RECEIVED
FOR FILING

24-1[illegible]
4-51

August [illegible], 1954

George L. Kochat and Sons
4557 North Williams
Portland, Oregon

Gentlemen:

The State Highway Commission on August 9, 1954 awarded to you State Highway Contract No. 4-5[illegible] for installation of the Salem By-pass (US 99E) Illumination Project in Marion County.

This award was based on your bid of $[illegible]3,000.00 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

ehr

cc S. H. Probert
H. G. Smith
R. G. Savage, SIAC
G. S. Paxson

RECEIVED
FOR FILING

24-1081
4251

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 1, 1954

SUBJECT: Proposed Interchange Illumination
Salem By-Pass Section

To: W. C. Williams
Deputy State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Your attention is drawn to my letter of June 3, on the above subject. It is proposed to spend a total of $28,500 installing luminaire units at the Market Street Connection, the Santiam Interchange and the Battlecreek Junction. Tentative plans call for the completion of this section of highway in the fall of 1954.

It is necessary that we draw up our plans and specifications and let the illumination to contract at the September meeting of the State Highway Commission. Your decision on this matter will be appreciated.

F B Crandall
F. B. Crandall
Traffic Engineer

VJ:mm

FORM E-90 20M 9-51 [illegible]

[illegible]
[illegible]
Lighting

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 3, 1954

SUBJECT: Proposed Interchange Illumination
Salem Bypass Section

To: W. C. Williams
Deputy State Highway Engineer
Office

We have previously submitted to you plans for illumination on the Salem-Portland Expressway and are in the process of drafting detailed plans for letting of contract. In the afore-mentioned unit of work, no consideration was given to the section south of the Hayesville Interchange, and it is believed logical to continue illumination pattern through the three interchanges on the Salem Bypass section.

There are attached sketch maps showing proposed luminaire installations at the Market Street, Santiam and Battle Creek Interchanges. The costs are summarized in the table below:

Location	Number Luminaire Units	Estimated Cost	Money in Construction Authorization
Market Street Connection	6	$ 4,000	None
Santiam Interchange	19	11,500	$6,500
Battle Creek Junction	6	3,000	None
	Total	$28,500	

The above estimates are based on the use of steel poles.

At the Santiam Interchange location, the original estimate of $6,500 included illumination only on the Bypass alignment. It was decided later that illumination should also be proposed for the Santiam Highway alignment. This factor created the differential between the present estimate and the original authorization.

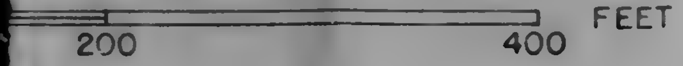
F B Crandall
F. B. Crandall
Traffic Engineer

RECEIVED
JUN 3 1954

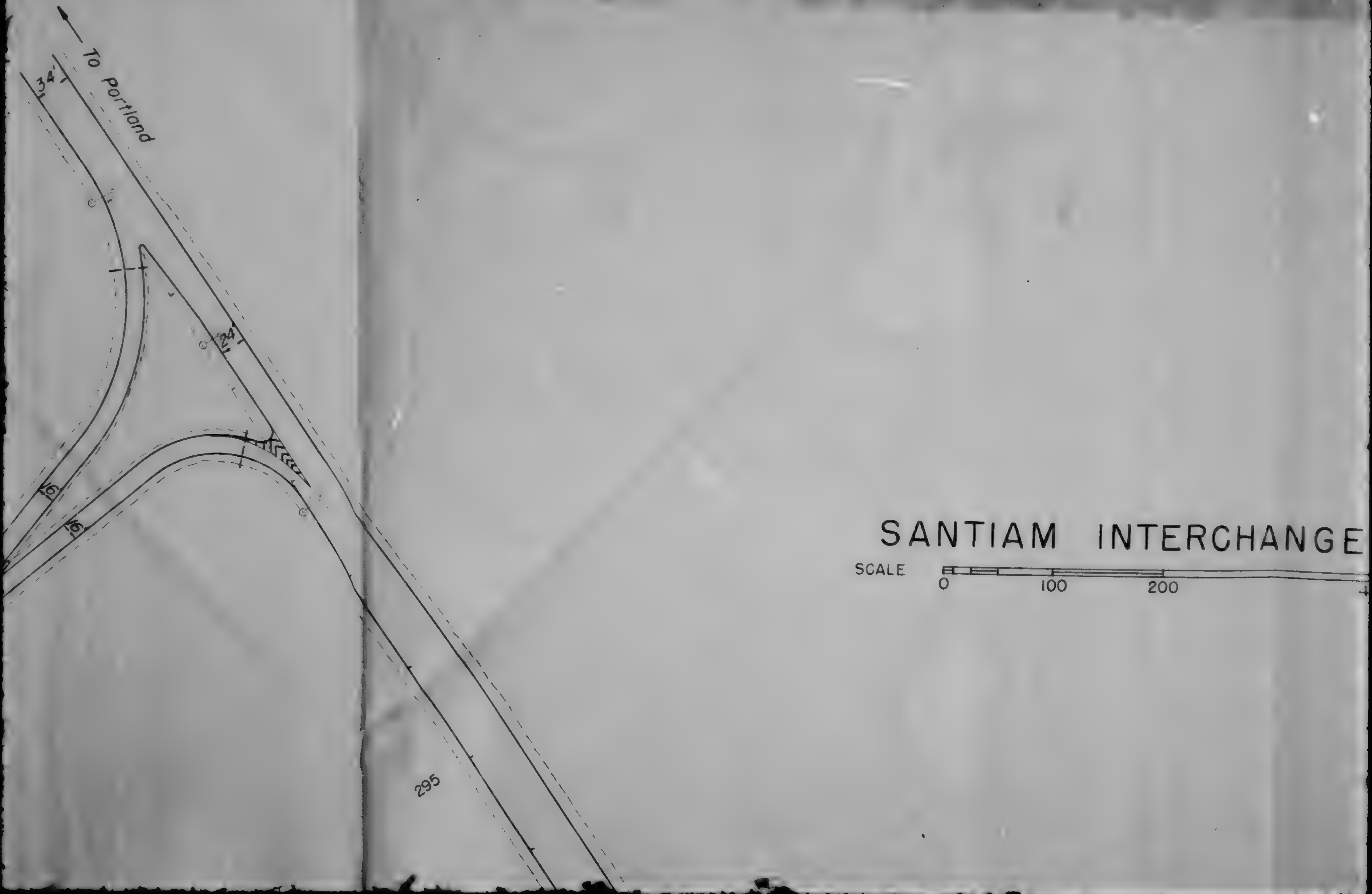
FBC:as
Attachments

INTERCHANGE ILLUMINATION SALEM BY-PASS SECTION PACIFIC HIGHWAY EAST US 99E MARION COUNTY				SHEET NO. 4
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
	OREGON			*See index*

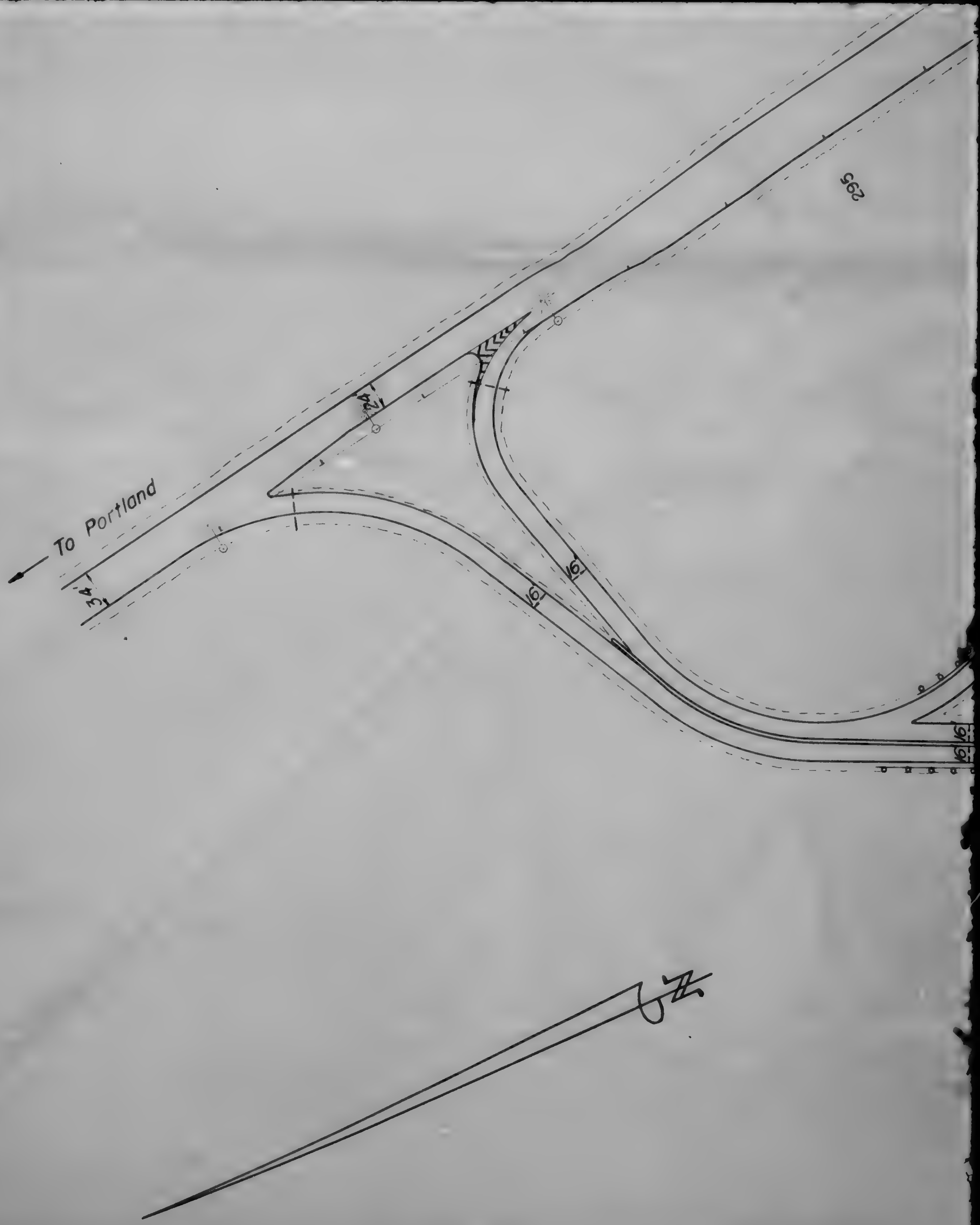
NTERCHANGE

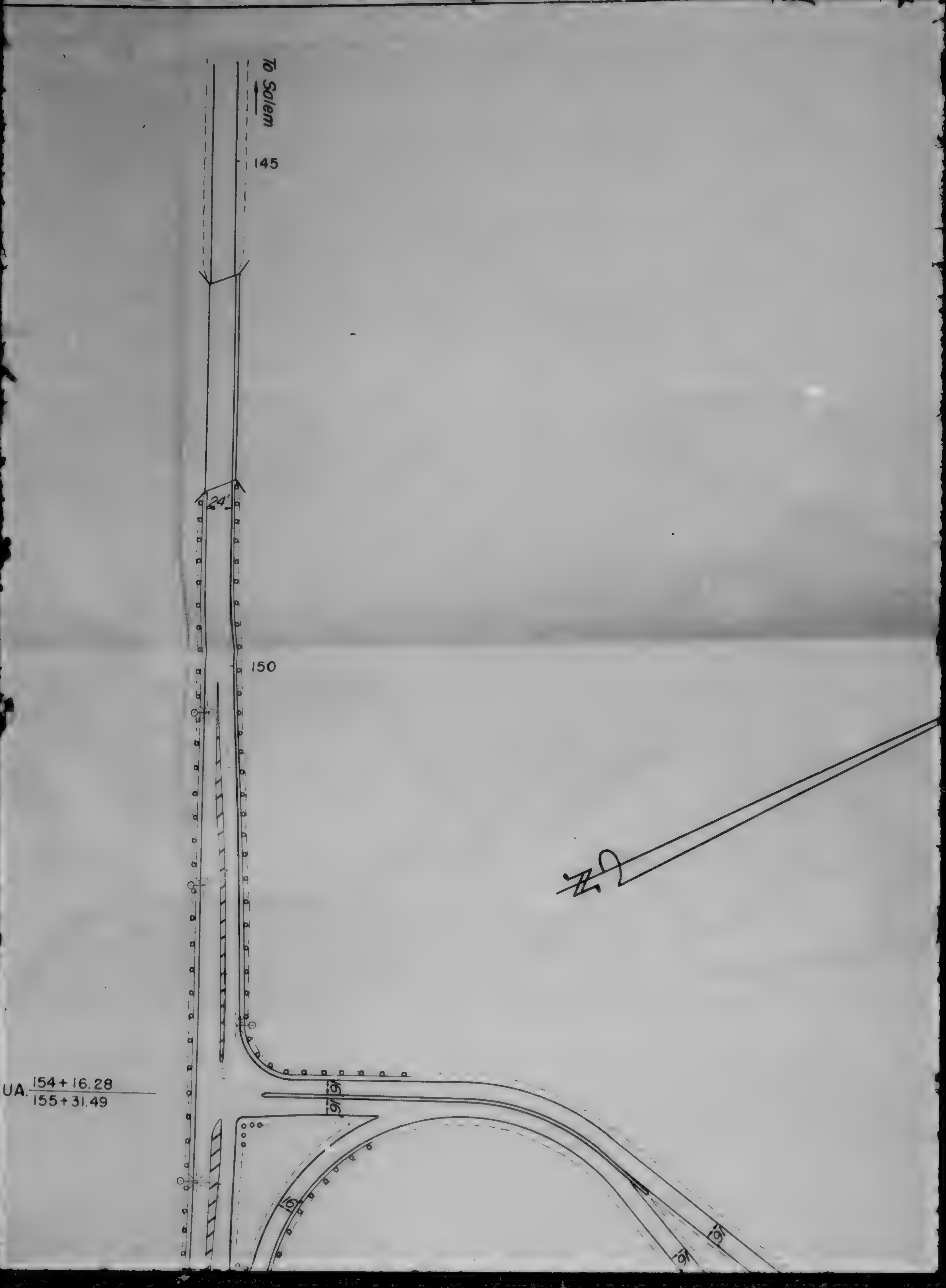


67 + 83.29
66 + 74.29

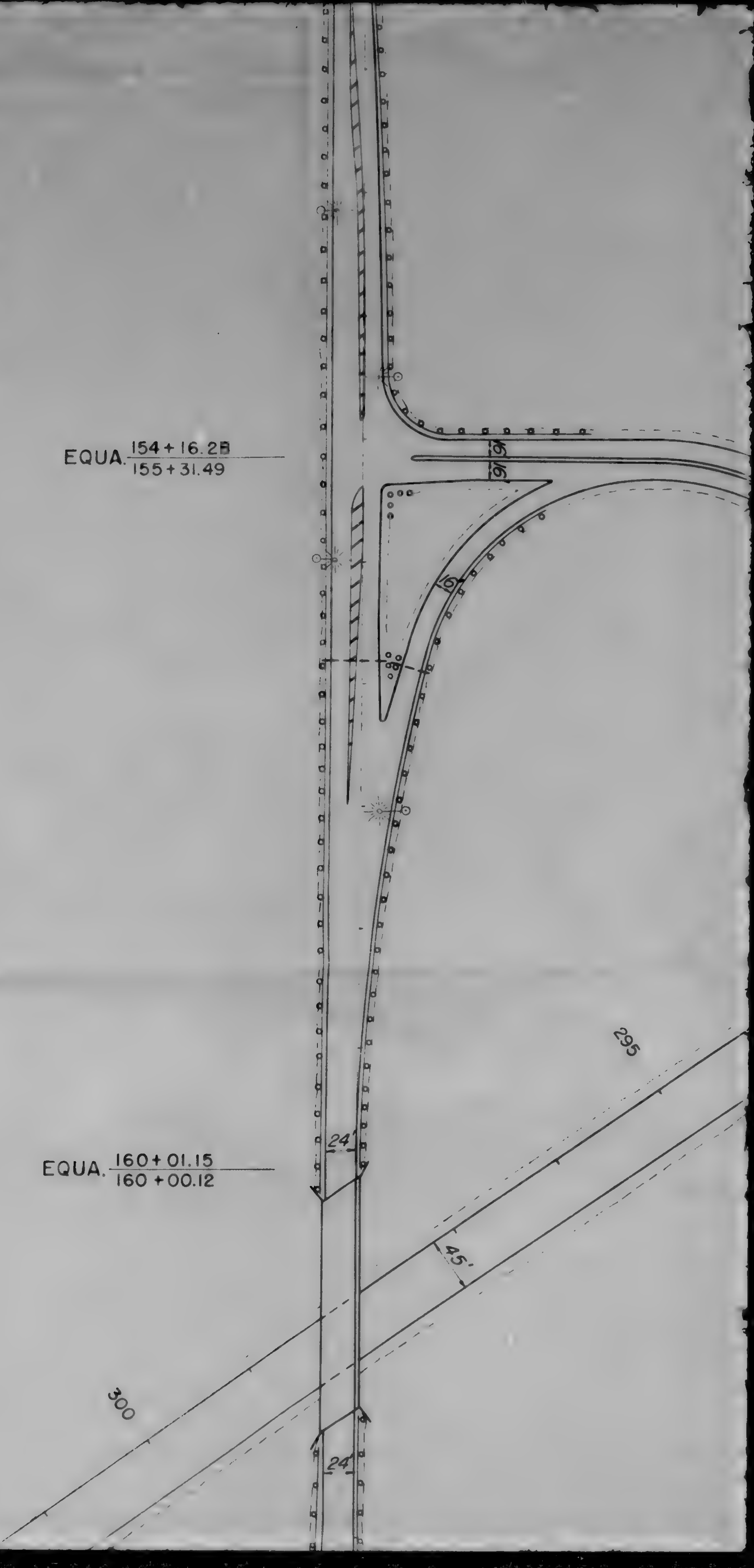


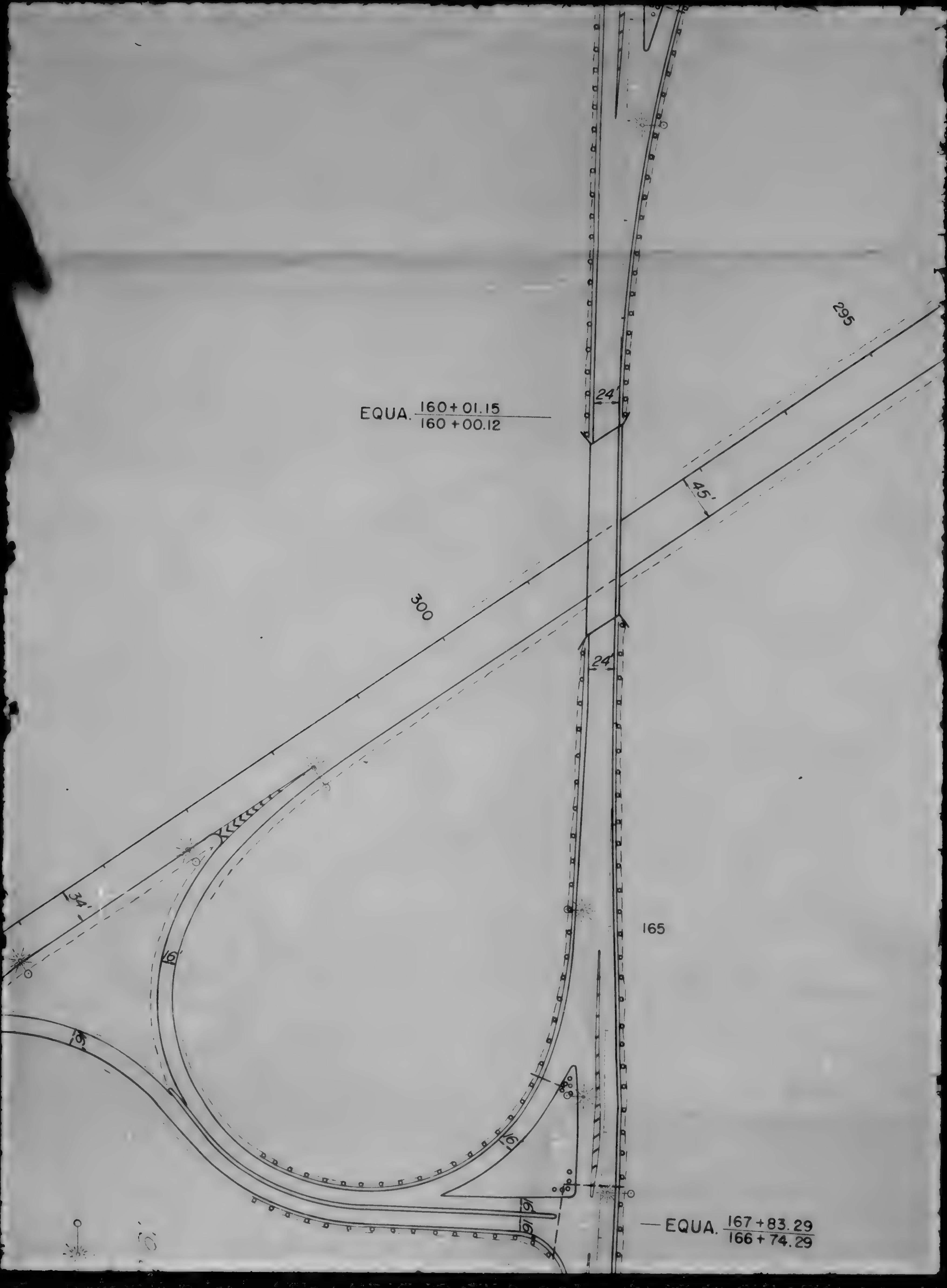
SANTIAM INTERCHANGE

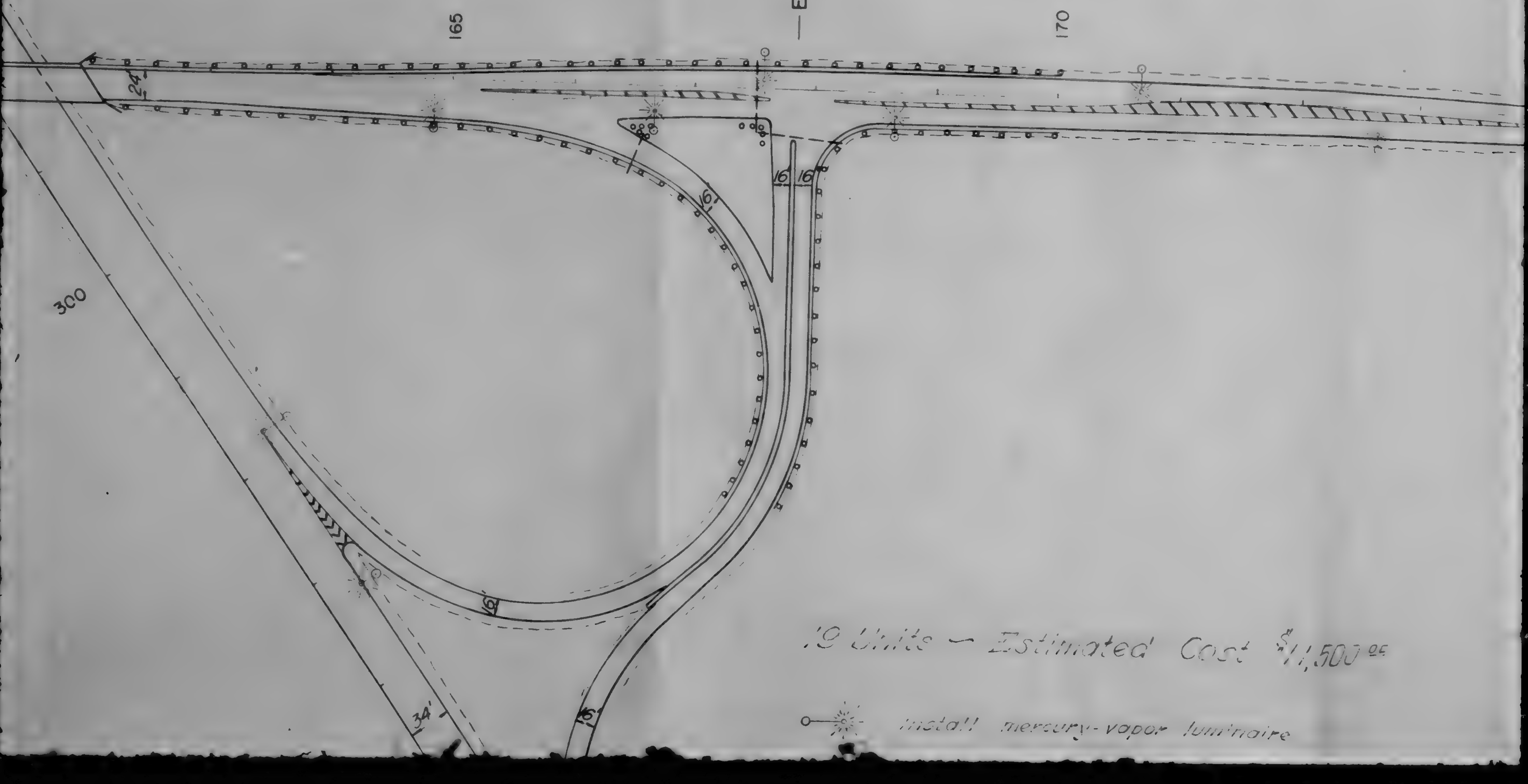

To Portland
34'
24'
16
16
16
16
295
N


To Salem
UA. 154+16.28
155+31.49

LEGEND

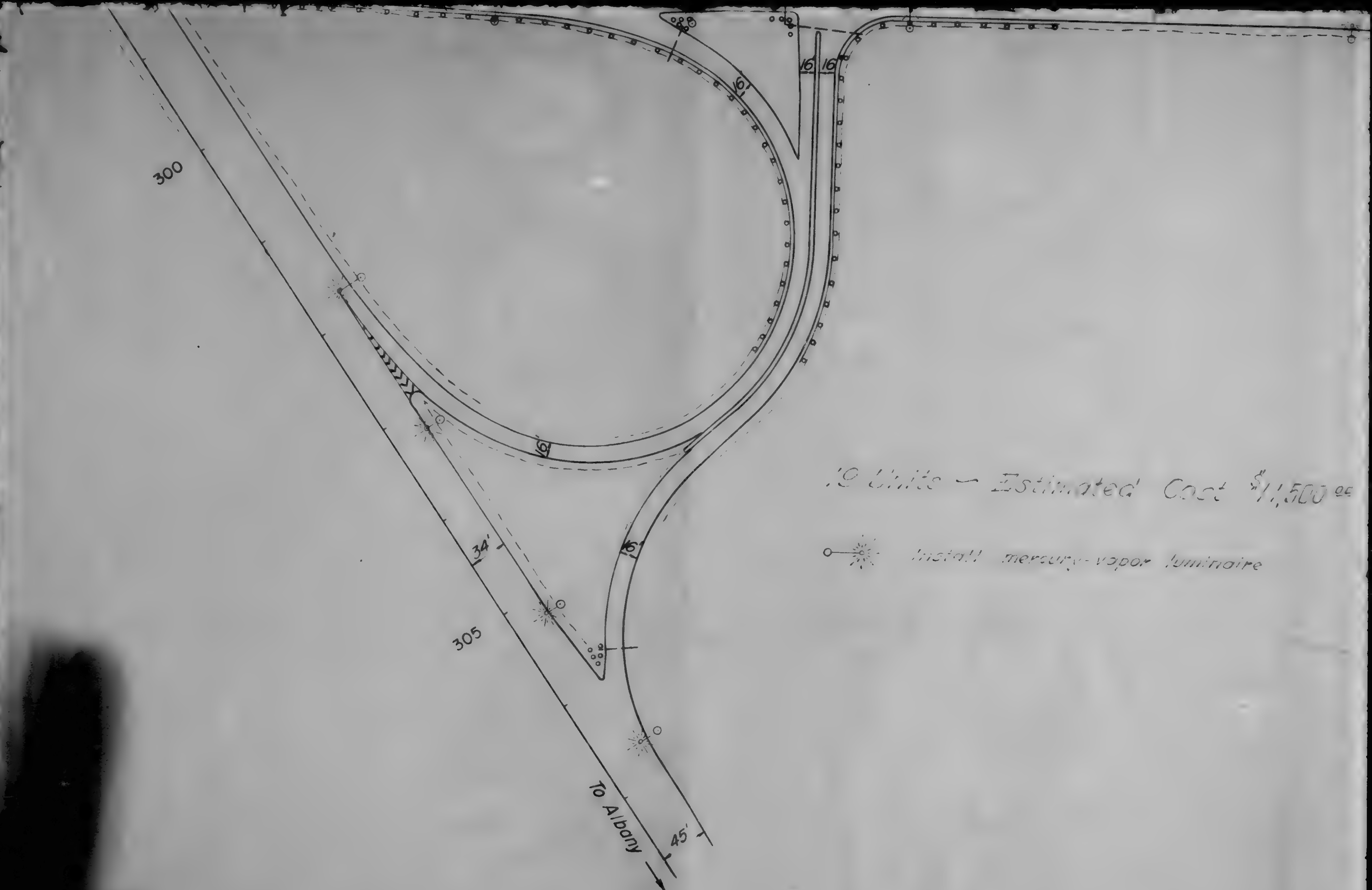

EQUA. 154+16.28 / 155+31.49
EQUA. 160+01.15 / 160+00.12


EQUA. 160+01.15 / 160+00.12
EQUA. 167+83.29 / 166+74.29



19 Units — Estimated Cost $11,500.00

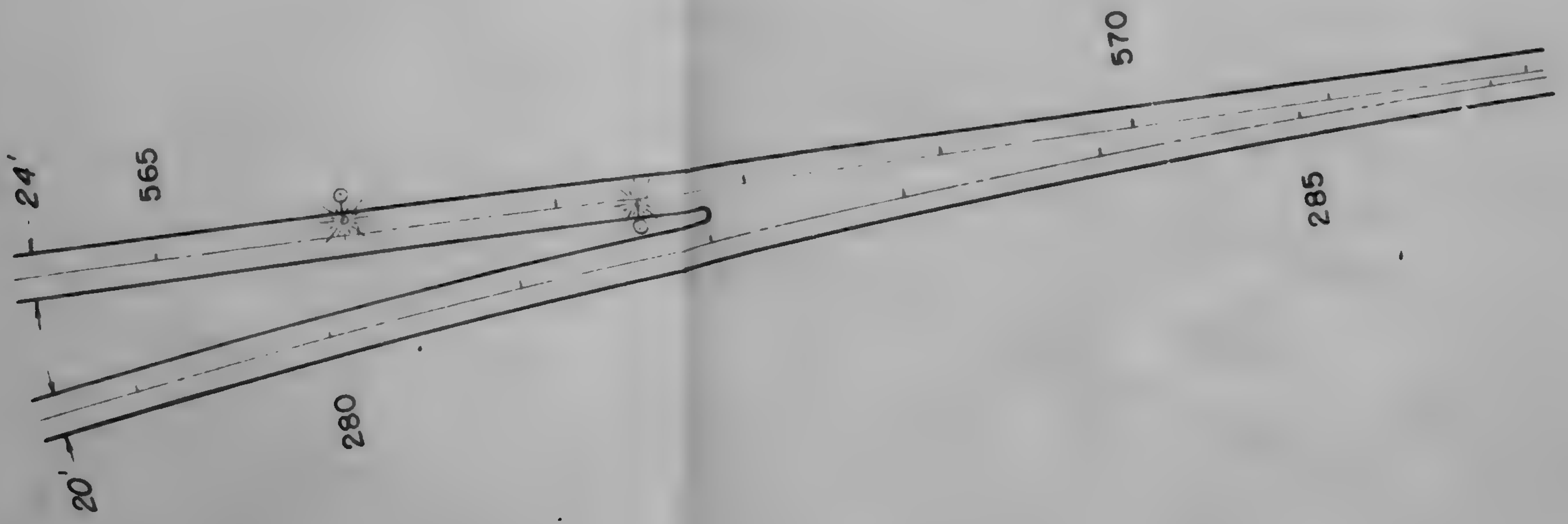
install mercury-vapor luminaire



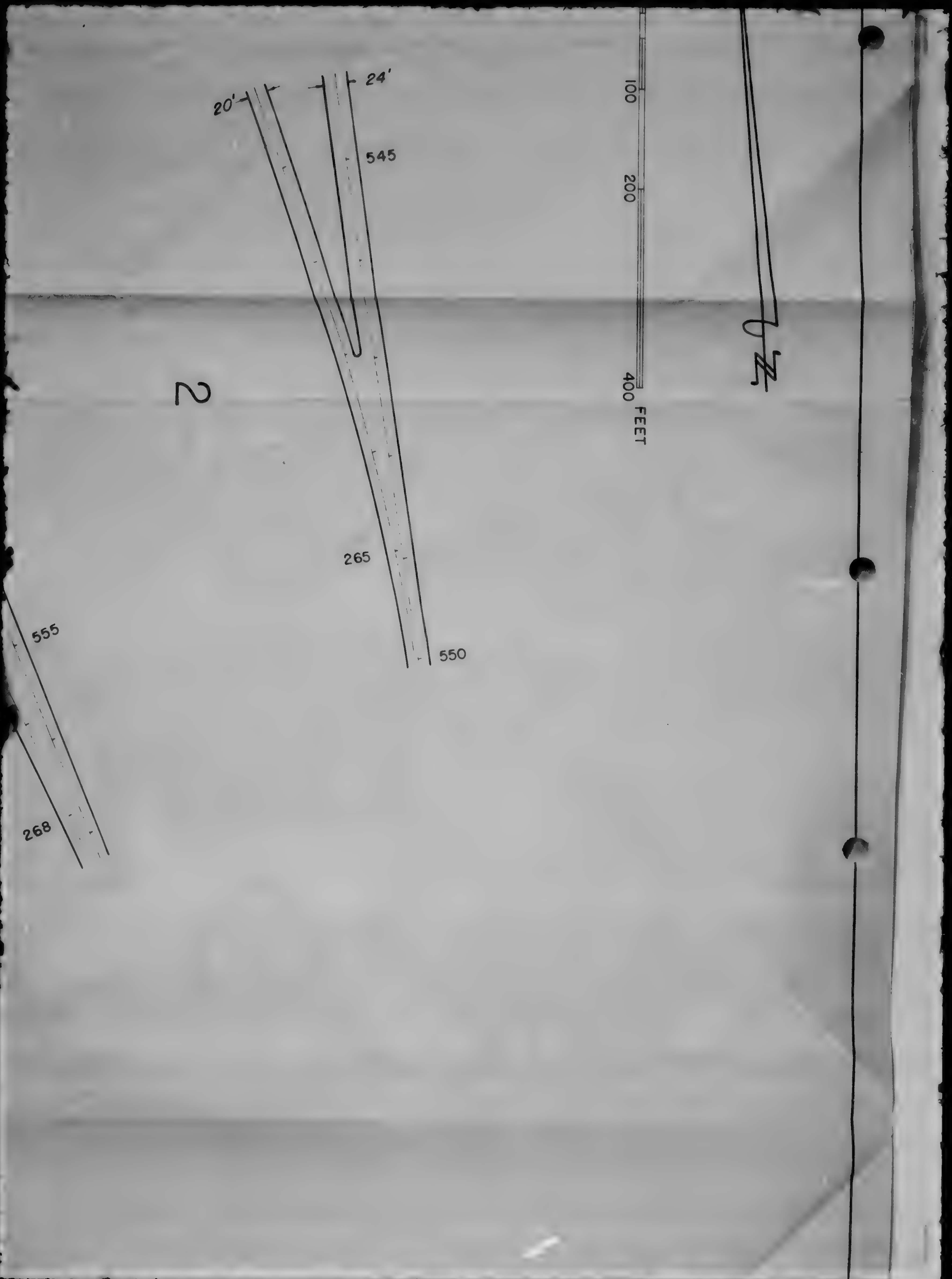
10 Units — Estimated Cost $11,500.00

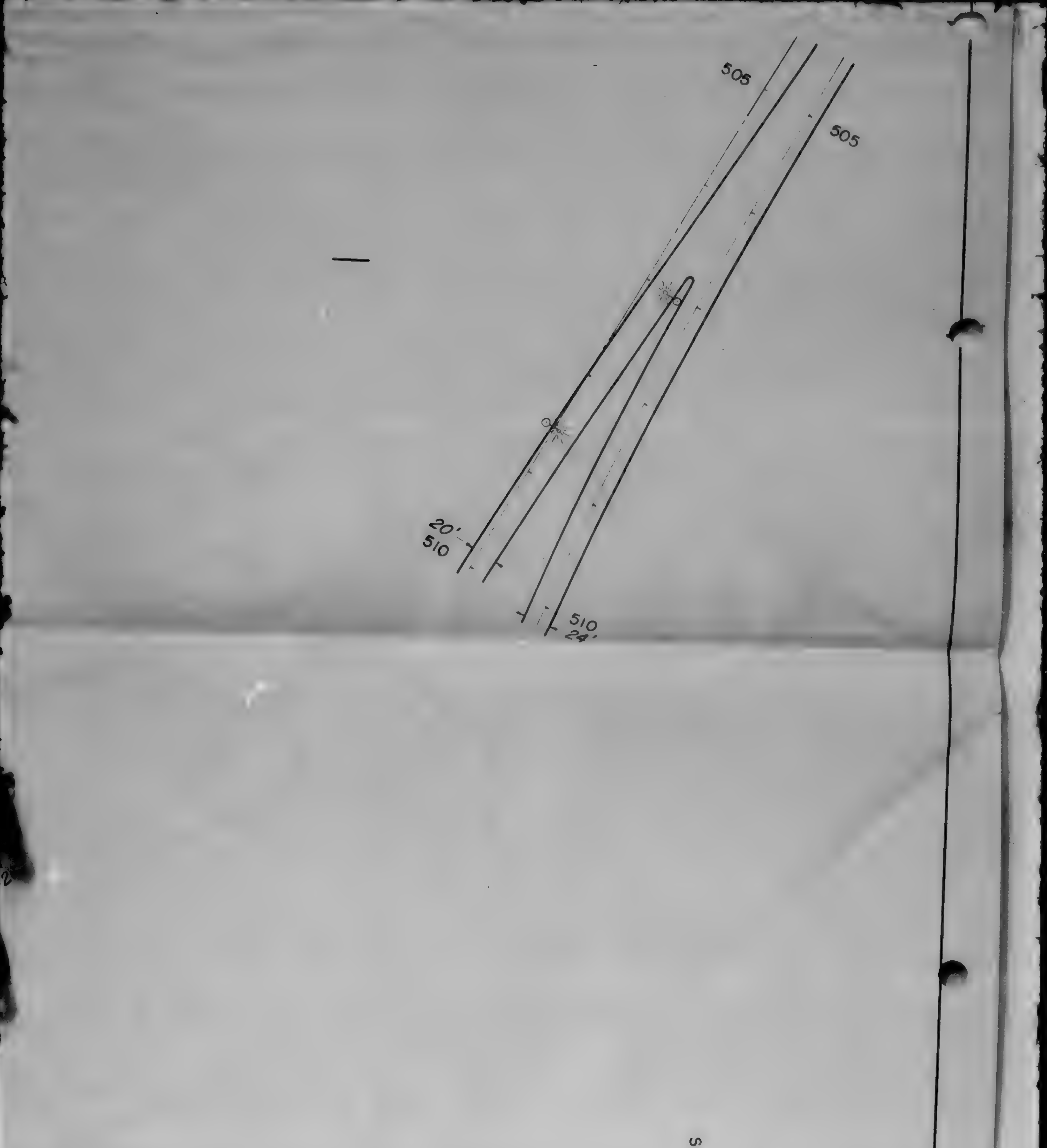
○—☀ Install mercury-vapor luminaire

INTERCHANGE ILLUMINATION SALEM BY-PASS SECTION PACIFIC HIGHWAY EAST US 99E MARION COUNTY				SHEET NO. 5
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
	OREGON			*See Index*

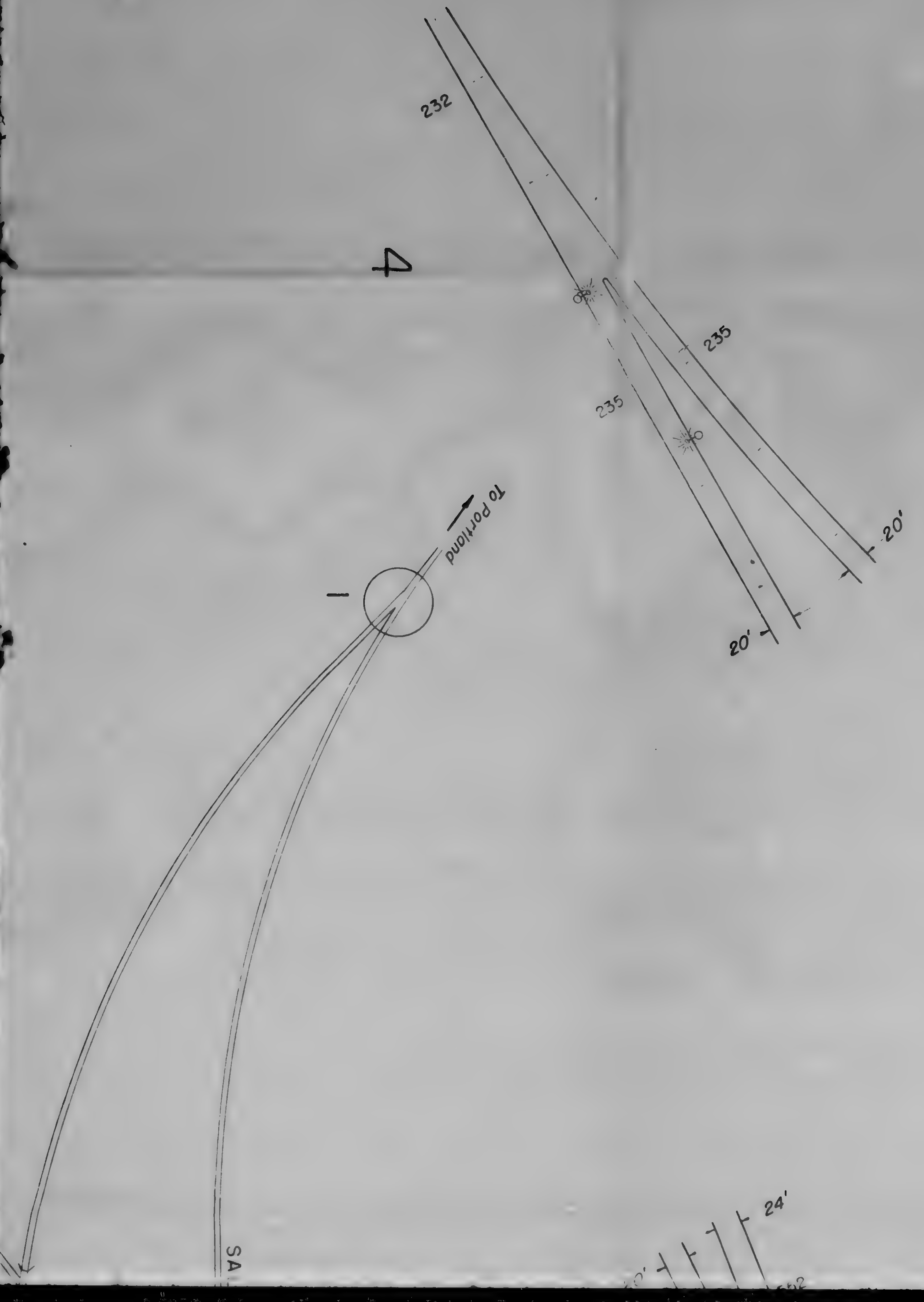


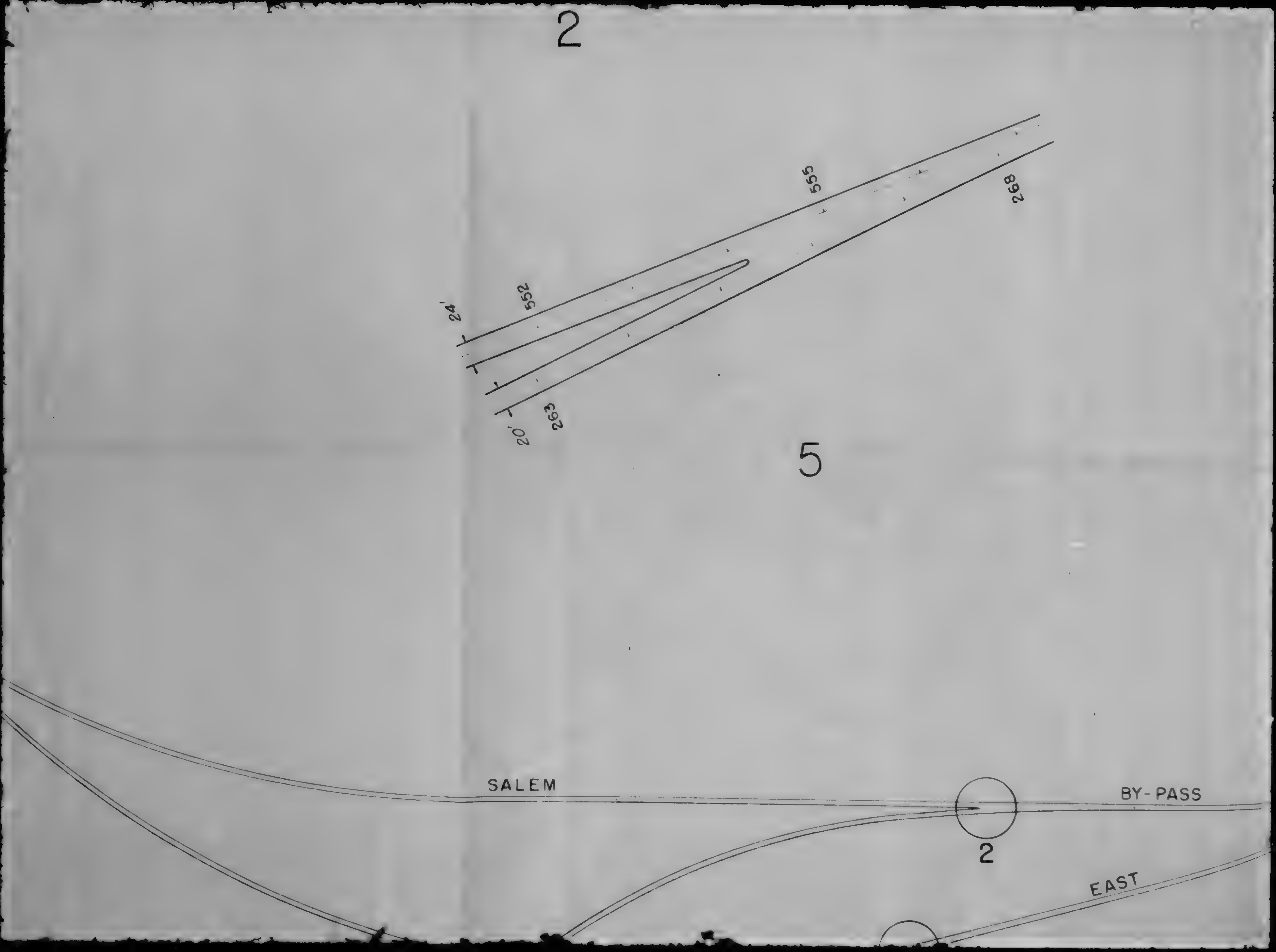
3

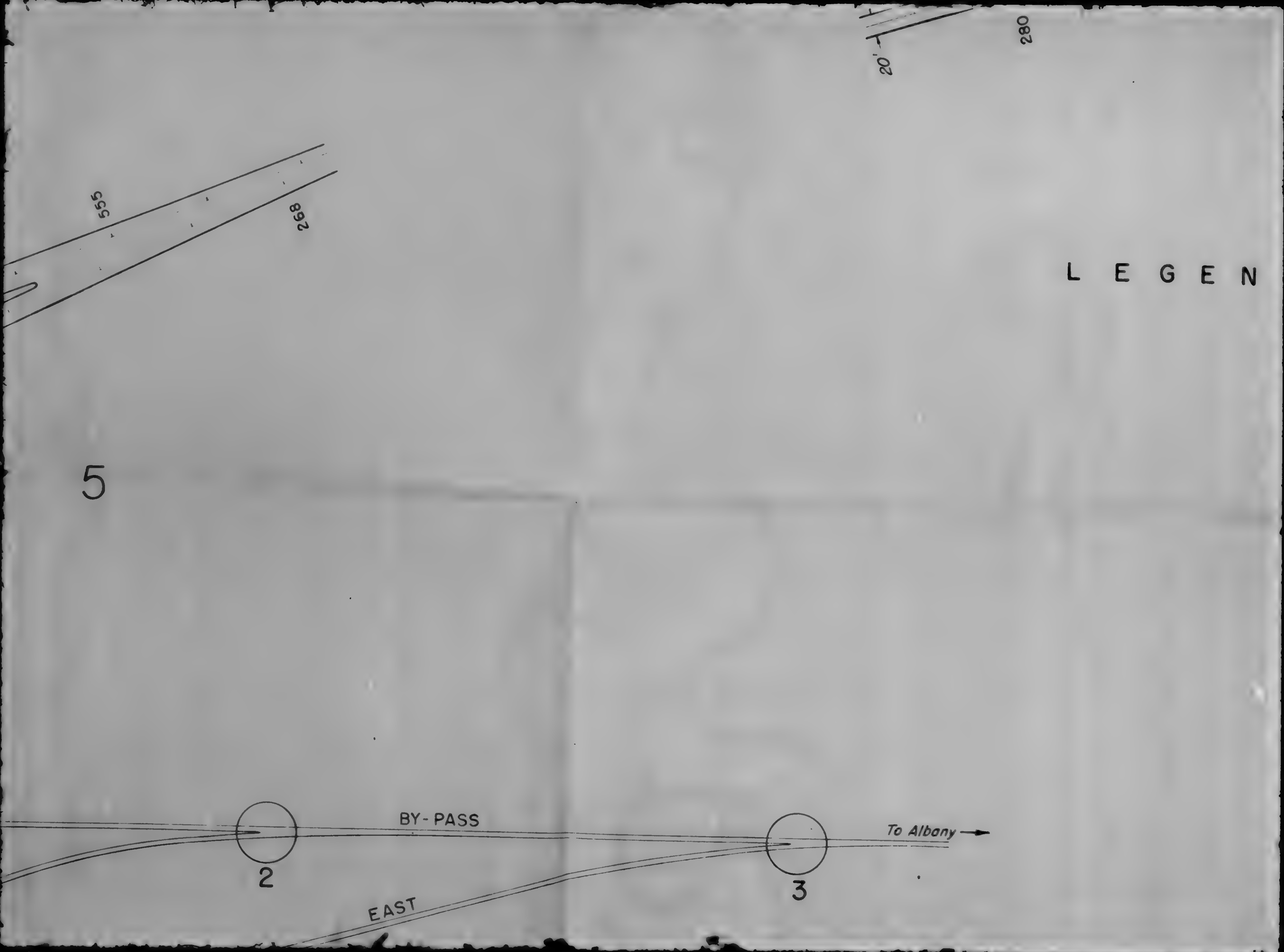

20'
24'
545
100
200
400 FEET
2
265
550
555
268

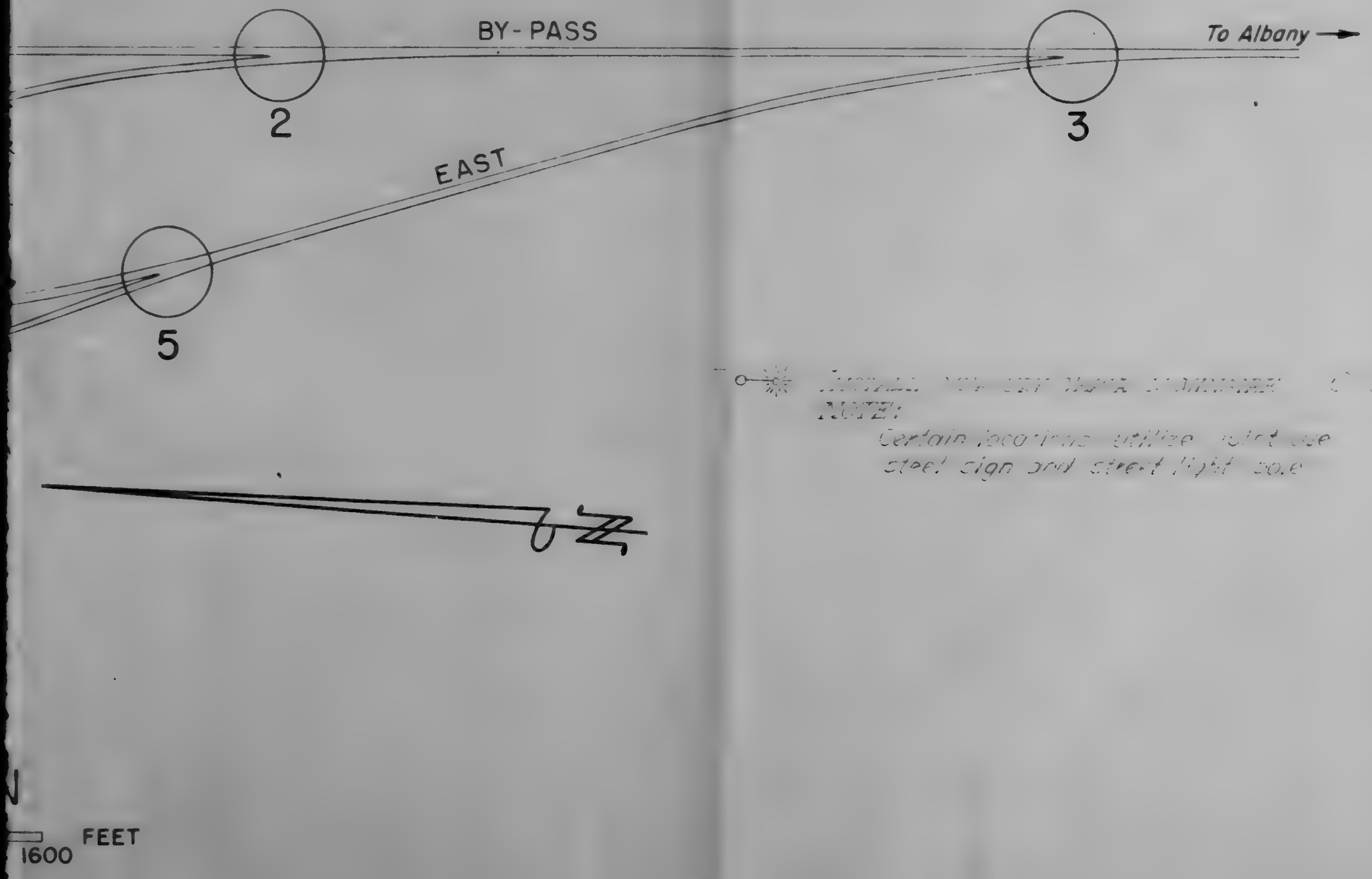

505
505
20'
510
510
24'
SCALE
0
100
20'
24'
545

4




2
24'
552
555
268
20'
263
5
SALEM
BY-PASS
2
EAST

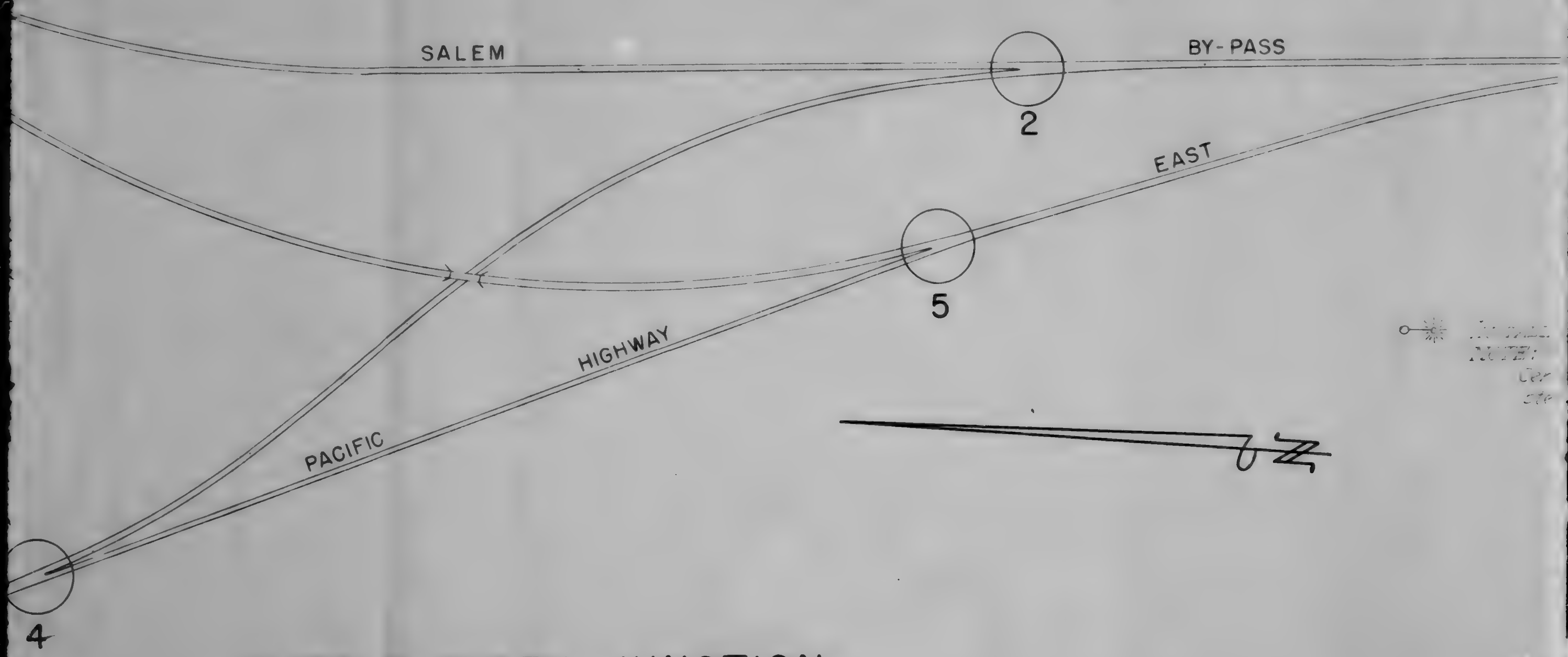

20'
280
555
268
L E G E N
5
BY-PASS
To Albany
2
3
EAST



[illegible] #3 [illegible]

NOTE:

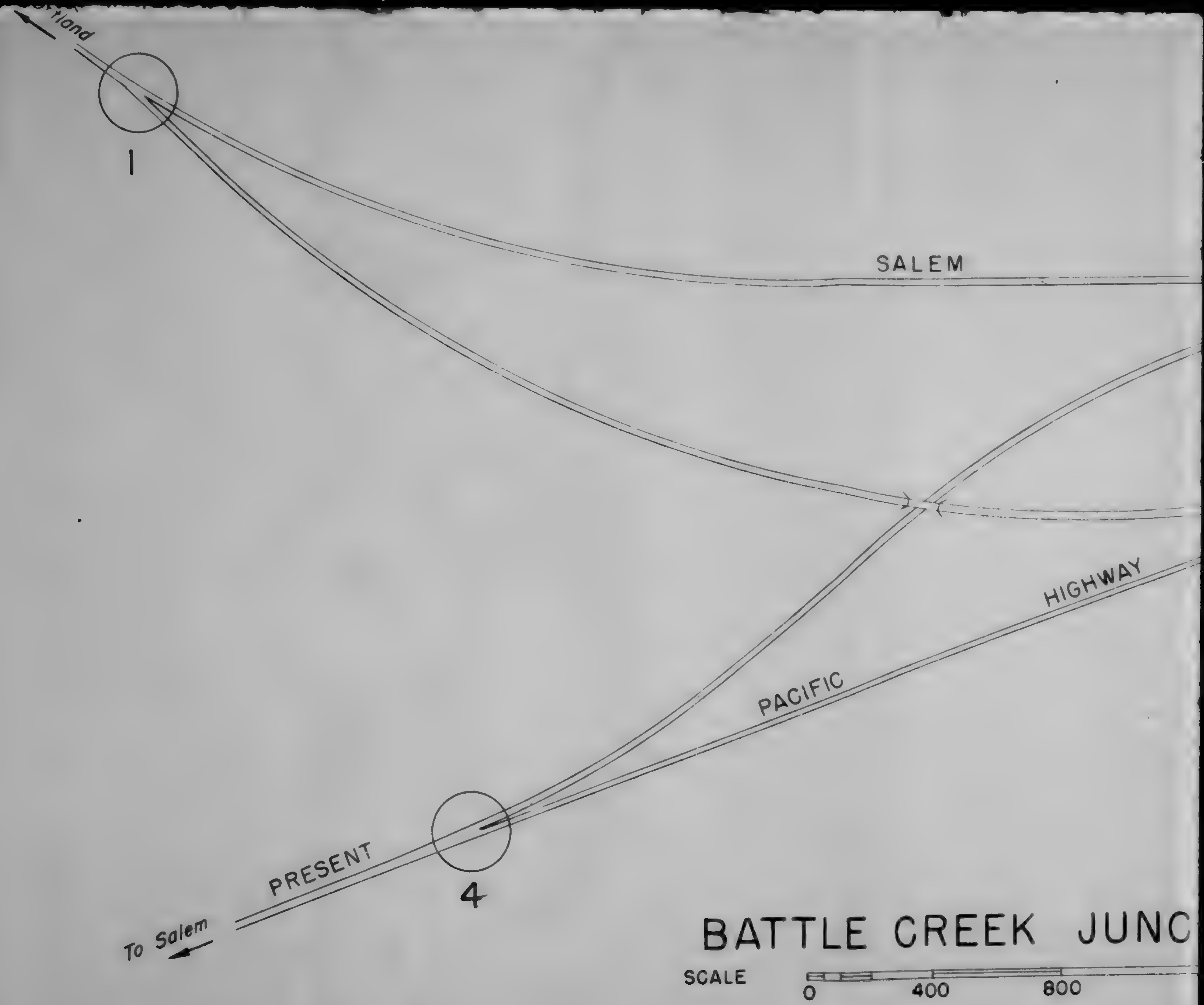
Certain locations utilize joint use steel sign and street light pole



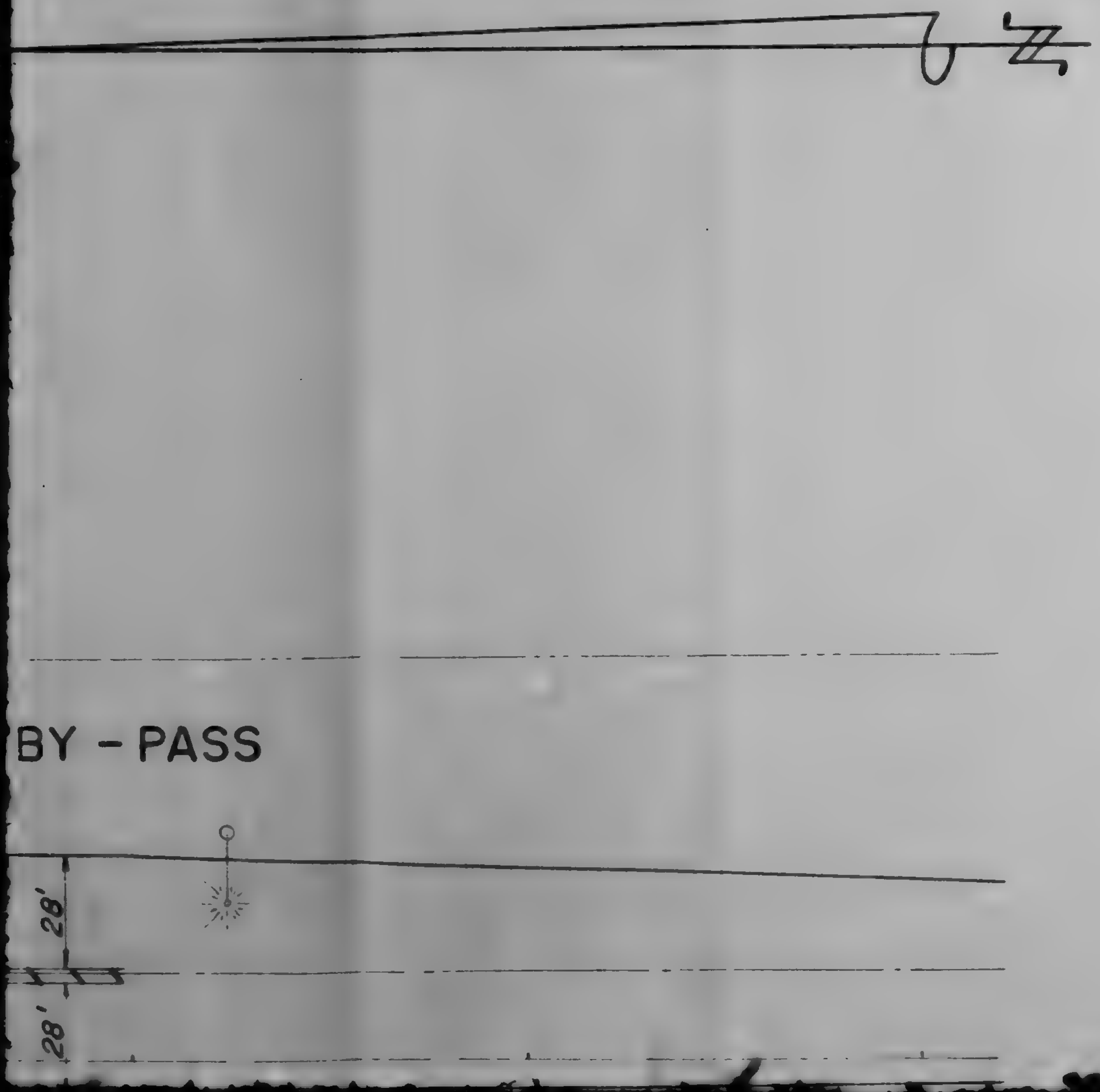
BATTLE CREEK JUNCTION

232

4



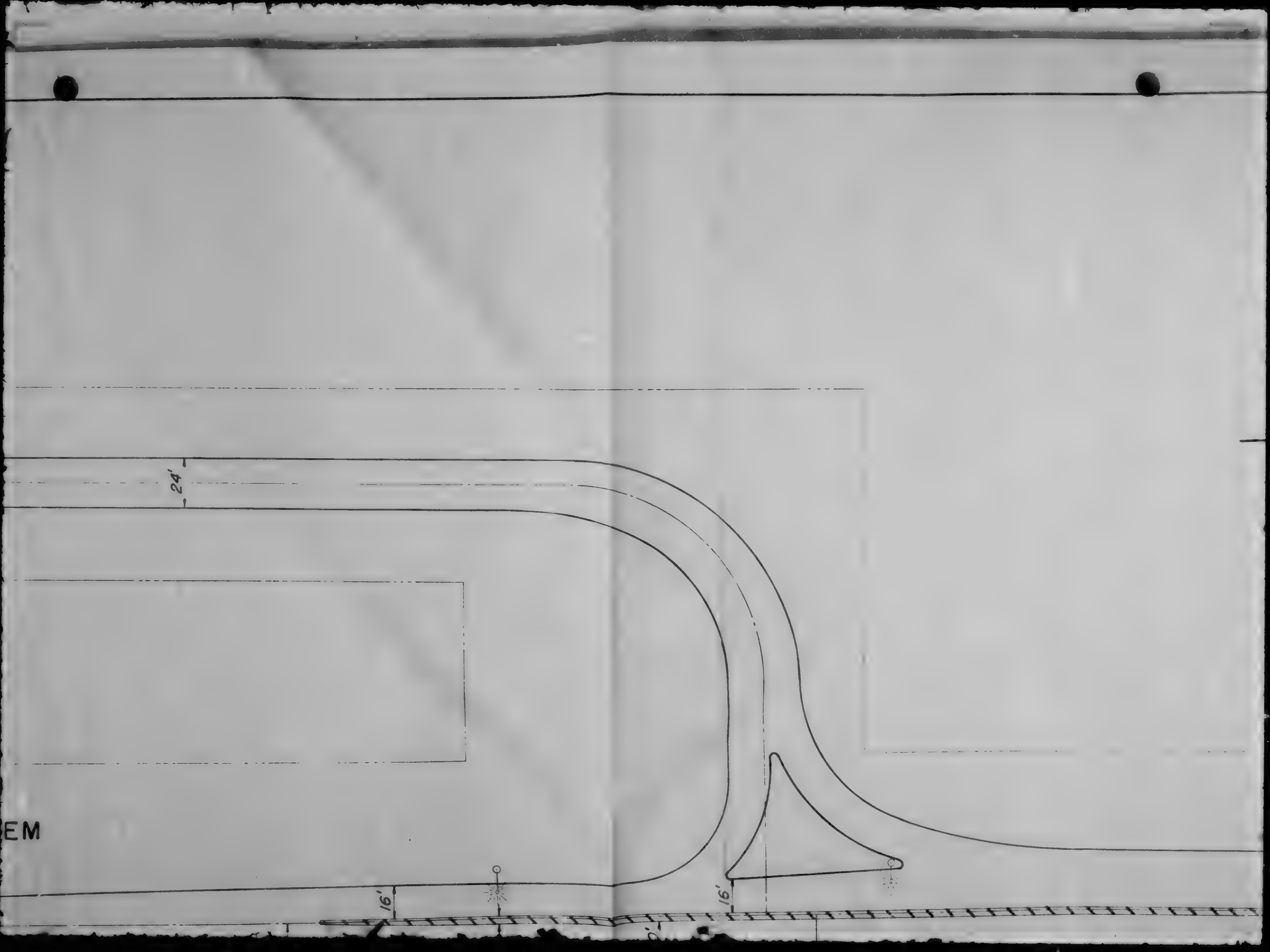
BATTLE CREEK JUNC

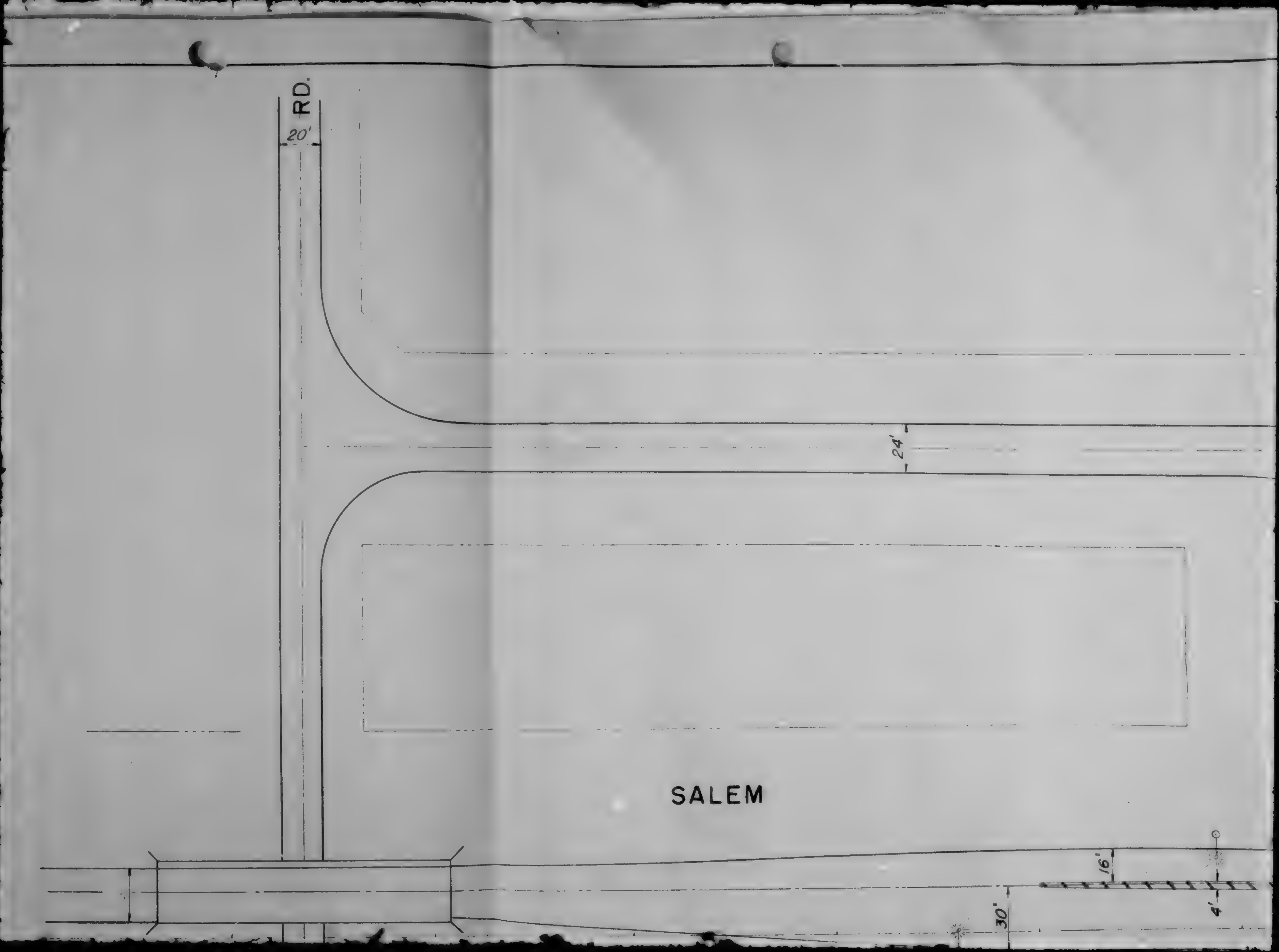


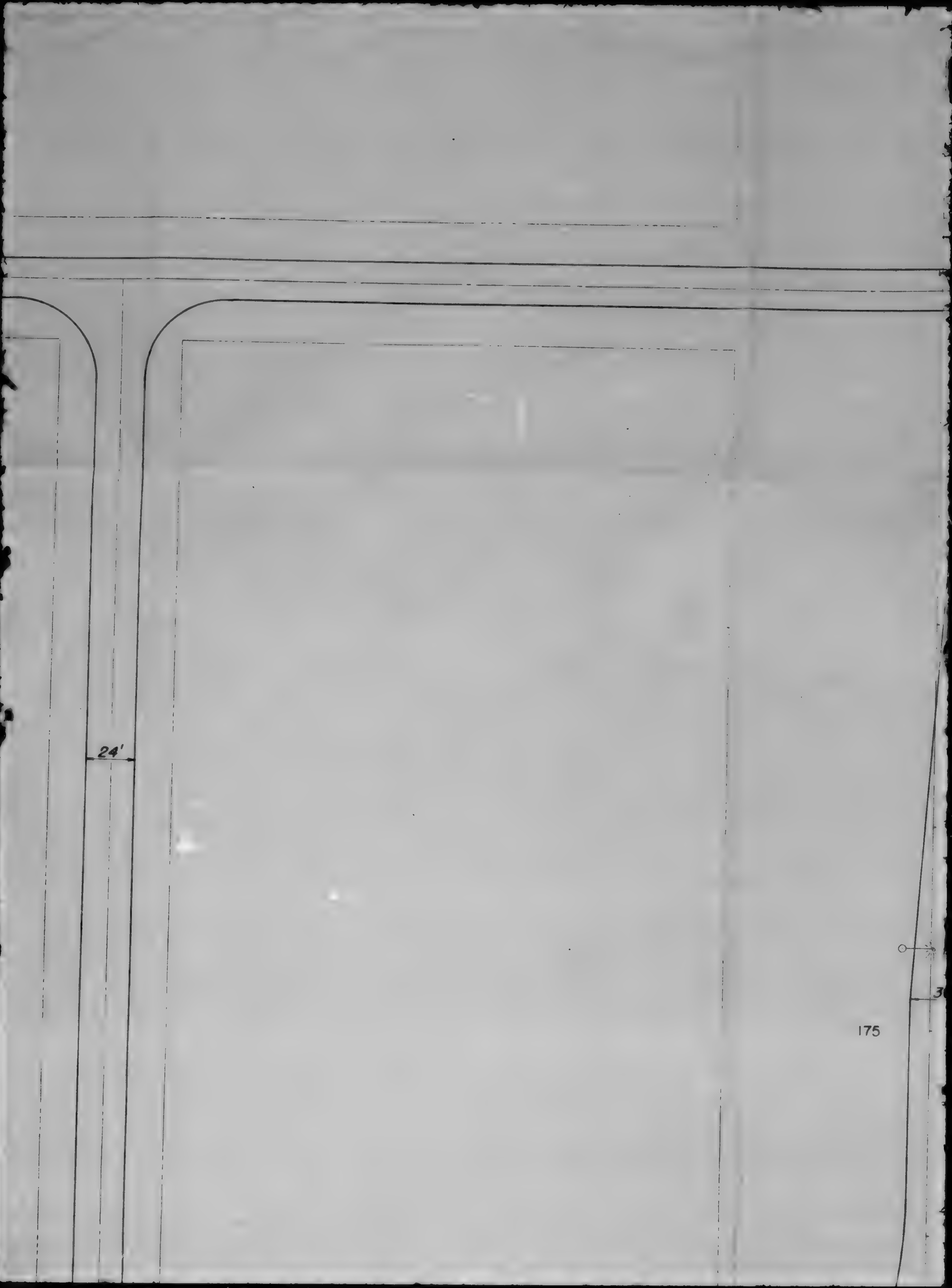
INTERCHANGE ILLUMINATION
SALEM BY-PASS SECTION
PACIFIC HIGHWAY EAST US 99E
MARION COUNTY

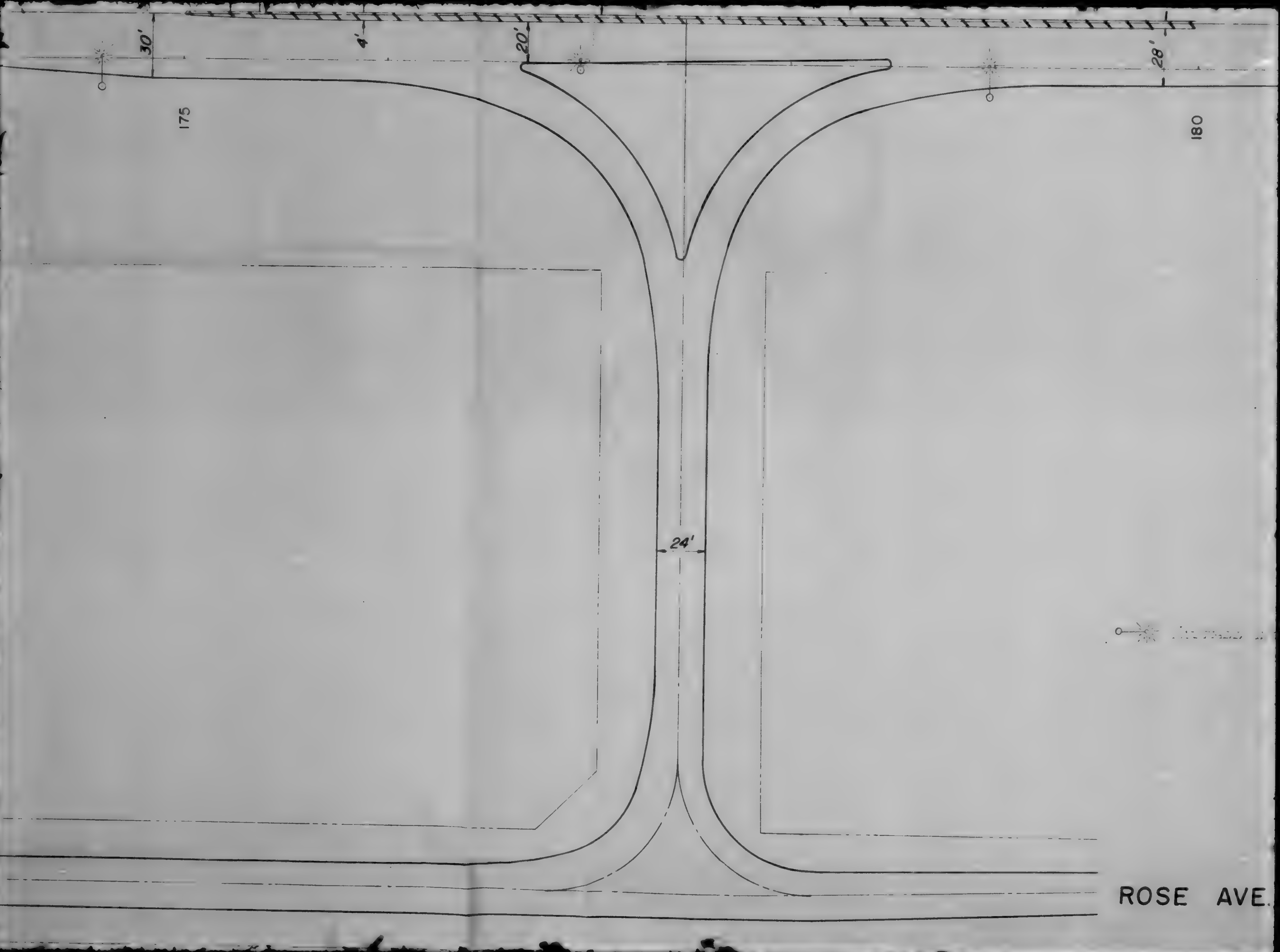
SHEET NO. 3

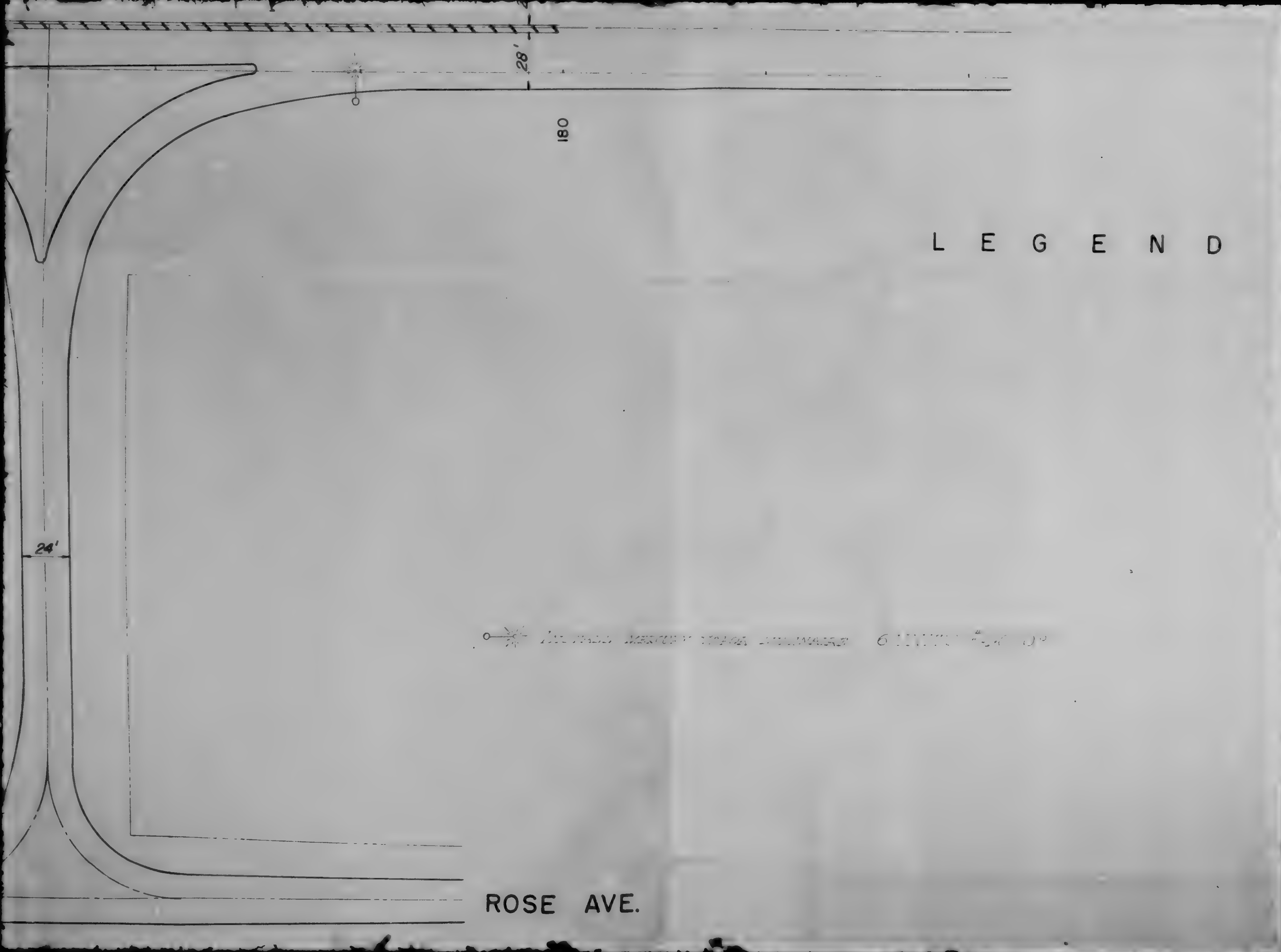
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
	OREGON			*See Index*

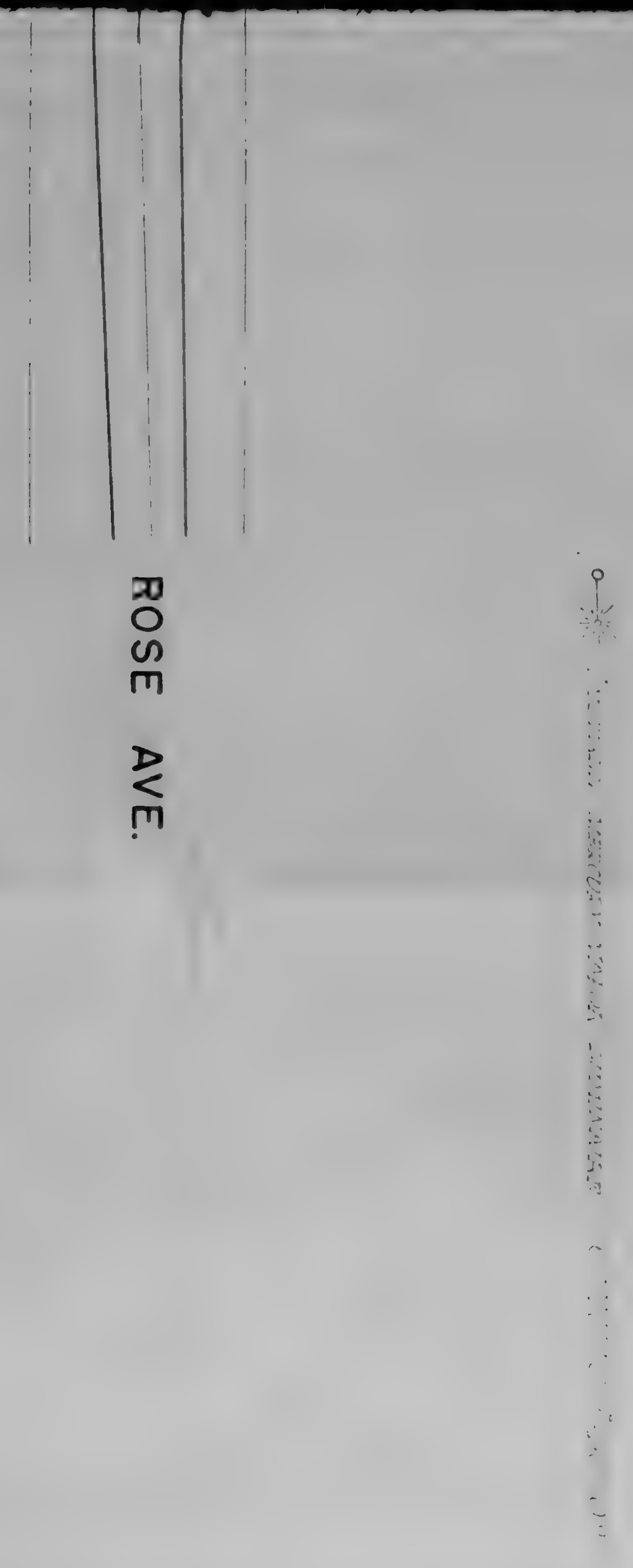

EM

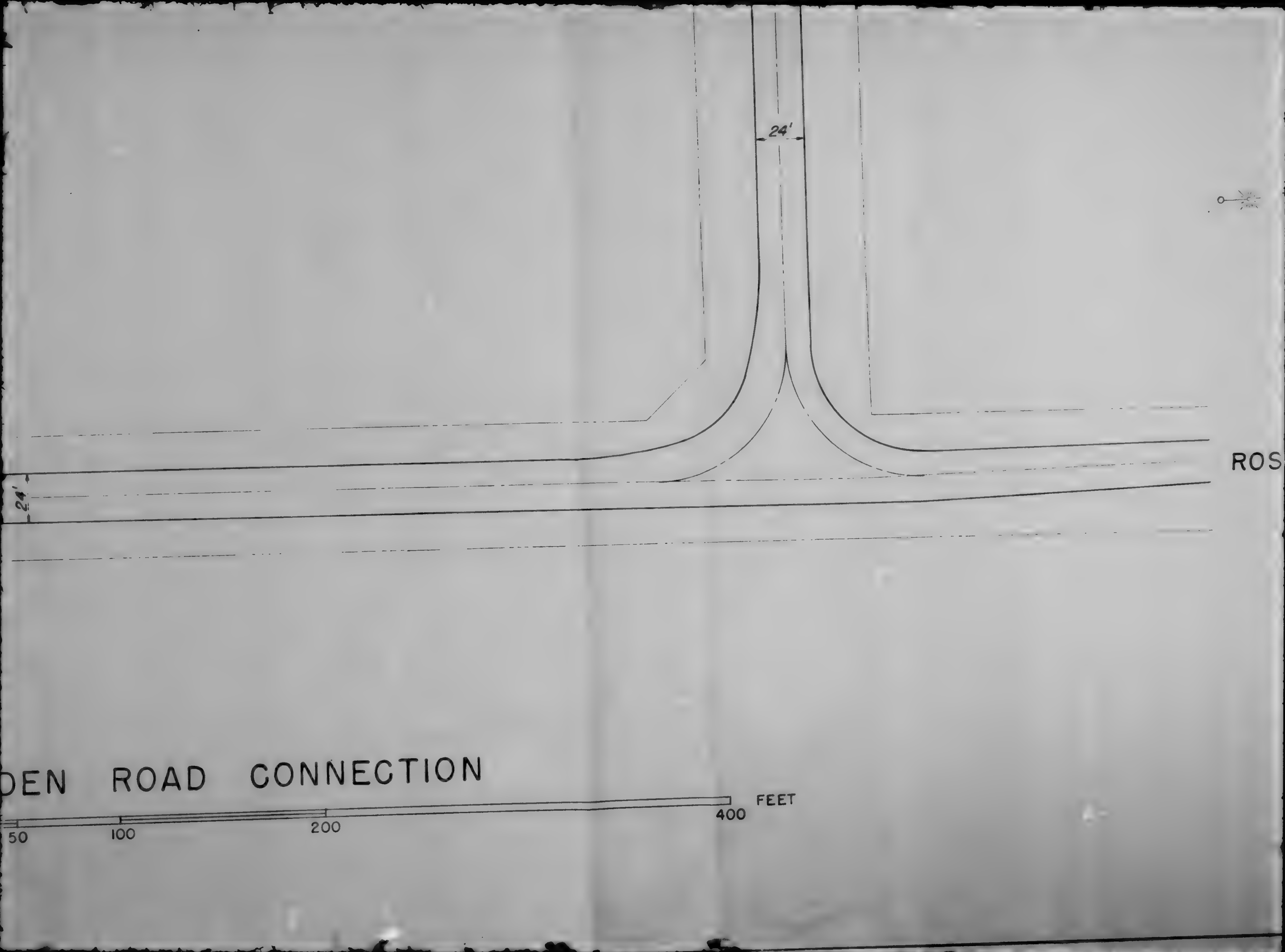

RD.
SALEM

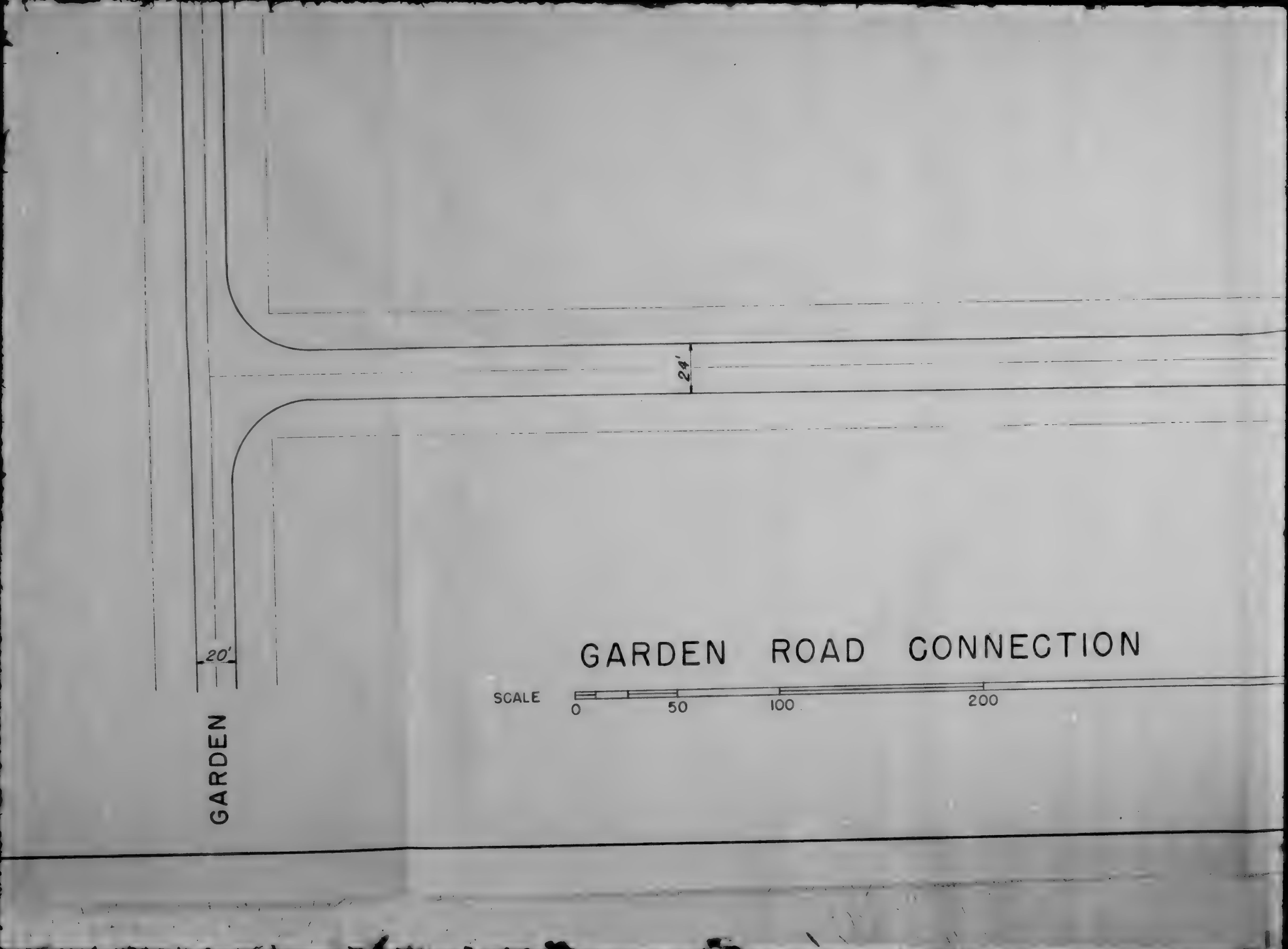



ROSE AVE.


28'
180
LEGEND
24'
[illegible] 6 [illegible]
ROSE AVE.


ROSE AVE.


24'
24'
ROS
DEN ROAD CONNECTION
50
100
200
400
FEET


GARDEN ROAD CONNECTION
SCALE
GARDEN

UI-323 (8) 74th. Ave. Grade Separation 1954
on the T. H. Banfield Express.
4252 in Portland

U. 1-333 (8)

OREGON STATE HIGHWAY DEPARTMENT
(date)
June 8, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4252	8-Final	Charles R. Schmiedeskamp	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
11365	R-124436	$ 3,796.60	6/8/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: June 30, 1955

Time Extensions: None

Completion Date: May 19, 1955

Date Accepted: May 25, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 6-9-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JUN 1 [illegible]

Ruth Rawlings

NOTED ON CARD

RECEIVED
JUN 2 1955
FOR FILING

41 323 ( )
4252

B

June 1, 1955

REGISTERED MAIL

General Casualty Company of America
Portland Service Office
209 SW Fourth Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract No. 4252 for construction of undercrossing on the 42nd-92nd Avenues Section of the T. H. Banfield Expressway in Multnomah County was completed by the contractor, Charles R. Schmiedeskamp, on May 19, 1955, and was formally accepted by the Highway Commission on May 25, 1955.

Final payment in the amount of $3,796.60 will be released to the contractor on or after June 13, 1955. The total contract amount is $56,138.71, of which amount $581.97 represents force account items.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

de

[illegible]
DC

RECEIVED
SEP 15 1954
FOR FILING

September 15, 1954

Mr. Charles R. Schmiedeskamp
1008 S. W. 6th Avenue
Portland, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4252, which was awarded to you on August 9 by the State Highway Commission, for construction of 74th Avenue Undercrossing on the T. H. Banfield Expressway.

A copy of this contract is also being sent to the surety on you performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
FOR FILING

UI-[illegible]
[illegible]

August [illegible], 1964

Charles [illegible]. Schmiedeskamp
[illegible] S. E. Sixth
Portland, Oregon

Dear Mr. Schmiedeskamp:

The State Highway Commission on August 9, 1964 awarded to you State Highway Contract No. 4-5[illegible] for construction of the 74th Avenue Grade Separation on the T. H. Banfield Expressway in Multnomah County.

This award was based on your bid of $52,494.00 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

R. H. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

el

cc E. L. Probert
R. G. Smith
R. G. Savage, SIAC
G. S. Paxson

UI-323(8) 58th Ave. Conn. Grade Sep., 1954
T.H. Banfield Exp.
#4253

UT [illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
September 16, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4253	7-Final	United Builders, Inc.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
18866	P-132264	$ 1,080.26	9/16/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: **May 31, 1955**

Time Extensions: **to July 31, 1955**

Completion Date: **July 31, 1955**

Date Accepted: **Sept. 22, 1955**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **9-27-55**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
~~H. B. Glaisyer~~
ass't Secretary

Warrant Mailed: SEP 2[illegible]
Ruth Rawlings

NOTED ON CARD
JP

RECEIVED
SEP 13 1955
FOR FILING

September 12, 1955

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4253 for work performed on the 58th Avenue Connection Overcrossing on the T.H. Banfield Expressway in Multnomah County was completed by the contractor, United Builders, Inc., on July 31, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $1,089.26 will be released to the contractor after acceptance by the Commission. The total contract amount is $40,337.14, of which amount $635.83 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl

NOTED ON CARD

CEIVED
UG 16 1955
OR FILING

1-3-2=(x)

August 16, 1955

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. O. H. Burnett

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to United Builders, Inc. on contract No. 4253, covering 58th Avenue Connection Overcrossing on the T.H. Banfield Expressway in Multnomah County.

This payment, in the amount of $5,566.94, will be released to the contractor on or after August 26, 1955. The retained percentage is $1,213.85.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

B

RECEIVED
JUN 23 1955
FOR FILING

U1-323(8)

4[illegible]

FORM E-120 50M REVISED

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

June 22, 1955

United Builders, Inc.
P. O. Box 211
Beaverton, Oregon

Gentlemen:

The State Highway Commission on June 14 had under discussion your request for an extension of time from May 31 to July 31, 1955 within which to complete your contract No. 4253, for constructing the 58th Avenue Connection Overcrossing on the T. H. Banfield Expressway in Multnomah County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. G. Skelton,
Division Engineer

L. R. Allen,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

UI-323 (8)
4253

PROJECT AGREEMENT

June 20, 1955

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

42nd-92nd Avenue Section (Structures)
T. H. Banfield Expressway
Multnomah County

NATURE OF WORK:

Structures

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

4203 - Schrader Constr. Co. 1-14-54
4253 - United Builders, Inc. 8-9-54
4285 - Gibbons & Reed Co. 9-23-54
4331 - Lord Bros. Contr. 12-23-54

DATE OF COMPLETION:

4203 - Extended to Apr. 1, 1955
4253 - May 31, 1955
4285 - July 31, 1955
4331 - August 31, 1955

REMARKS:

Project Agreement filed in
UI-323 (8) Contract #4203

RECEIVED
JUN 7 1955
FOR FILING

[illegible] (5)
4[illegible]5

June 3, 1955

Request for extension of time
No. 4
June 30 and July 1 meeting.
app by Comm
in [illegible] trip
June 13-17-1955

Oregon State Highway Commission

Gentlemen:

Re: 50th Avenue Overcrossing
Contract No. 4[illegible]3

United Builders, Inc., contractor on the 50th Avenue overcrossing on the L. H. Banfield expressway in Multnomah County, has requested an extension of time from May 31, 1955, to July 31, 1955, in which to complete the contract.

The contract was awarded on August 9, 1954; however, the site was not made available to the contractor, by a delay in the grading contractor's operations, until January 20, 1955.

As this delay was not the responsibility of the contractor, it is recommended that this extension be granted without penalty. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

PHS/ds

Attached

RECEIVED
OCT 4 - 1954
FOR FILING

[illegible]
[illegible]

September 30, 1954

United Builders, Inc.,
P. O. Box 211
Beaverton
Oregon

Gentlemen:

We enclose herewith a fully executed copy of Contract No. 4253, which was awarded to you August 9, 1954 by the State Highway Commission, covering the construction of the 58th Avenue Connection Overcrossing on the 42nd Avenue-92nd Avenue Section of the Banfield Expressway in Multnomah County. This copy is for your files.

A copy of this contract is also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

ECEIVED

FOR FILING

August [illegible], 1954

United Builders, Inc.
P. O. Box 411
Beaverton, Oregon

Gentlemen:

The State Highway Commission on August 9, 1954 awarded to you State Highway Contract No. 4453 for construction of the 58th Avenue Connection Grade Separation on T. H. Banfield Expressway in Multnomah County.

This award was based on your bid of $34,787.50 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

[illegible]. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

ecr

cc S. H. Probert
R. G. Smith
R. G. Savage, [illegible]
G. S. Paxson

UI-323(8) Halsey St. Grade Sep., 1954
T.H. Banfield Exp.
#4254

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 14, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4254	13-Final	United Builders, Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
23029	B-136396	$ 4,605.93	11/14/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: May 31, 1955

Time Extensions: to Aug. 31, 1955 without penalty

Completion Date: Aug. 31, 1955

Date Accepted: Sept. 22, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-15-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: Ruth Rawlings

RECEIVED
NOV 7 1955
FOR FILING

21-3 - (1)
4254

November 7, 1955

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

State Highway Contract No. 4254 for constructing Halsey Street Under crossing on the T. H. Banfield Expressway in Multnomah County was completed by the contractor, United Builders, Inc., on August 31 and was formally accepted by the Highway Commission on September 22, 1955.

Final payment in the amount of $4,605.93 will be released to the contractor on or after November 14, 1955. The total contract amount is $140,934.51, of which amount $301.54 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
OCT 4 1955
FOR FILING

FORM E-123 50M REVISED 2-55

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

October 4, 1955

United Builders, Inc.
P. O. Box 211
Beaverton, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on September 22, had under discussion your request for an extension of time from July 31 to August 31, 1955 within which to complete your contract No. [illegible] covering Halsey Street Undercrossing on the U.S. Banfield Expressway in Multnomah County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. G. Skelton,
Division Engineer

L. R. Allen,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
SEP 20 1955
FOR FILING

U1-323(F)

4254

September 19, 1955

Request for extension of time
No. 30
September 22 and 23 meeting.

Oregon State Highway Commission

Gentlemen:

Re: Halsey Street Undercrossing
Contract No. 4254

United Builders, Inc., contractor on the Halsey Street Undercrossing on the Banfield Expressway in Multnomah County, has requested a second extension of time from July 31, 1955, to August 31, 1955, in which to complete the contract.

Additional work not anticipated in the original contract, such as installing catch basins and connecting them to the sewer line, lowering a manhole, additional sidewalk and curb work, and additional approach paving, has delayed the work beyond the first time extension date. The traveling public has not been inconvenienced, and all work was completed on August 31, 1955.

It is recommended that this second extension of time be granted without penalty. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

FMB/dp

Attached

RECEIVED
SEP 15 1955
FOR FILING

41-30-(1)
4254

September 15, 1955

General Casualty Company of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to United Builders, Inc., on contract No. 4254, covering construction of undercrossing at Halsey Street on the T. H. Banfield Expressway in Multnomah County.

This payment, in the amount of $8,756.54 will be released to contractor on or after September 26. The retained percentage is $4,216.35.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

de

Secretary

DC

FORM E-123 30M REVISED

RECEIVED
JUL 11 1955
FOR FILING

11 [illegible]
4254

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

July 11, 1955

United Builders, Inc.
P. O. Box 211
Beaverton, Oregon

Gentlemen:

The State Highway Commission at its meeting held on June 30 had under discussion your request for an extension of time from May 31 to July 31, 1955 within which to complete your contract No. 4254, for constructing the Halsey Street Undercrossing on the T. H. Banfield Expressway in Multnomah County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: [illegible]. G. Skelton,
Division Engineer

L. R. Allen,
Resident Engineer

[illegible]. M. Stephenson,
Bridge Engineer

RECEIVED
JUN 24 1955
FOR FILING

[illegible] (1)

4254

June 24, 1955

Request for extension of time
No. 1
June 30 and July 1 meeting.

Oregon State Highway Commission

Gentlemen:

Re: Halsey Street Undercrossing
at 60th Avenue
Contract No. 4254

United Builders, Inc., contractor on the Halsey Street Undercrossing at 60th Avenue on the T. H. Banfield Expressway in Multnomah County, has requested an extension of time from May 31, 1955, to July 31, 1955, in which to complete the contract.

This contractor was delayed one and one-half months after the award of the contract before the site was made available to him. It is estimated that the contractor will have all work completed to the extent that traffic can be routed over the structure by July 1.

As most of the delay was not the responsibility of the contractor, it is recommended that this extension be granted without penalty. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

PMS/de

Attached

File

RECEIVED
MAR 1 1955
FOR FILING

UI-323(8)

4354

February 15, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for the Halsey Street Connection Undercrossing on Oregon Project UI-323 (8), 42nd-92nd Avenue Section (Structures) of the T. H. Banfield Expressway. This is to authorize your advertising for bids.

Our approval of the documents is given subject to your making any corrections in the plans found necessary upon completion of our detailed review.

Authorization for advertising is with the understanding that concurrence in award of contract will be withheld pending receipt of a set of plans for the structure, approved and signed by a responsible official of the Union Pacific Railroad Company.

Very truly yours,

C. C. POLK
District Engineer

RECEIVED
FEB 28 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 4 - 1954
FOR FILING

[illegible] - 3 - [illegible] (F)
[illegible]

September 30, 1954

United Builders, Inc.,
P. O. Box 211
Beaverton
Oregon

Gentlemen:

We enclose herewith a fully executed copy of Contract No. 4254, which was awarded to you August 9, 1954 by the State Highway Commission, covering the construction of the Halsey Street Undercrossing of the 42nd Avenue-92nd Avenue Section of the Banfield Expressway in Multnomah County. This copy is for your files.

A copy of this contract is also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

RECEIVED
FOR FILING

UI-32-[illegible]
4151

August [illegible], 1954

United Builders, Inc.
P. O. Box [illegible]
Beaverton, Oregon

Gentlemen:

The State Highway Commission on August 9, 1954, awarded to you State Highway Contract No. 4154 for construction of the Halsey Street Grade Separation on the T. H. Banfield Expressway in Multnomah County.

This award was based on your bid of $139,[illegible]95.00 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

E. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

ebr

cc S. H. Probert
H. G. Smith
R. G. Savage, [illegible]
G. S. Paxson

20-1610 Eugene Traffic Signals 1954

4255

RECEIVED
FOR FILING

20-1610

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 23, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4255	2-Final	Trowbridge Electric Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
26402	R-111559	$ 3,892.50	12/22/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

Specified Completion Date: **Nov. 30, 1954**

Time Extensions: **None**

Completion Date: **November 21, 1954**

Date Accepted: **Dec. 7, 1954**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **12-24-54**

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: Ruth Rawlings

12-24-54

RECEIVED
DEC 15 1954
FOR FILING

50-1610
4255

December 14, 1954

REGISTERED MAIL

Saint Paul-Mercury Indemnity Co.
Northwest Branch Office
Mills Bldg.
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 4255 for installing traffic signals on Oak Street at Sixth and Seventh Avenues in Eugene, Lane County, was completed by the contractor, Trowbridge Electric Co., on November 21 and was formally accepted by the Highway Commission on December 7, 1954.

Final payment in the amount of $3,892.50 will be released to the contractor on or after December 24, 1954. The total contract amount is $4,500.00 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Ken Bailey Insurance Agency
Pacific Bldg.
Roseburg, Oregon

NOTED ON CARD
12-14-54 gl

RECEIVED
FOR FILING

4255

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

November 17, 1954

NOTED
W. C. WILLIAMS

Mr. Lee D. Kies
Traffic and Safety Engineer
City Hall
Eugene, Oregon

Dear Mr. Kies:

On November 15, 1954, representatives from the City of Eugene and the Oregon State Highway Department performed a final inspection of the traffic signal installations on Oak Street at Sixth and Seventh Avenues. The signal installations were also placed in operation on the above date and in accordance with a request from a member of your department at that time, you will find enclosed a copy of the signal timing data for your records.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

By F. B. Crandall
F. B. Crandall
Traffic Engineer

Enclosure
LEG:kg
bc: W. C. Williams

RECEIVED
OCT 4 - 1954
FOR FILING

20-[illegible]

September 30, 1954

Trowbridge Electric Company
136 North Jackson
Roseburg
Oregon

Gentlemen:

We enclose herewith a fully executed copy of Contract No. 4255, which was awarded to you August 10, 1954 by the State Highway Commission, covering the installation of Eugene traffic signals on Oak Street, 6th and 7th Avenues on the Pacific Highway in Lane County. This copy is for your files.

A copy of this contract is also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

RECEIVED
FOR FILING

33-1215

4225

Salem, Oregon
August 20, 1954

Mr. F. B. Crandall
Mr. W. O. Widdows
Mr. John W. Cattrall
Mr. Tom Edwards

Attached is a conformed copy of an agreement entered into by the State Highway Commission and the City of Eugene on July 27 covering the installation of traffic signals at the intersection of 7th Avenue and Oak Street and at 6th Avenue and Oak Street.

The original of the above agreement has been retained for the Commission's files and a fully executed copy has been sent to the City Recorder of Eugene.

Geo. C. Baxter, Jr.
Administrative Assistant

Attachment

lg

FORM E-30 25M 9-51 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 18, 1954

SUBJECT:

To:

Mr. R. H. Baldock
State Highway Engineer
Office

Attached are eight conformed copies of an agreement with the City of Eugene covering the installation of stop lights at the intersection of 7th Avenue and Oak Street and 6th Avenue and Oak Street.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the City Recorder, Eugene, Oregon.

Secretary

rn
Attach: 8

RECEIVED
AUG 19 1954
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FOR FILING

BERT A. FINLAYSON, CITY MANAGER

CITY OF EUGENE
OFFICE OF CITY MANAGER
EUGENE, OREGON

File

AUGUST 10, 1954

MR. R. H. BALDOCK,
STATE HIGHWAY ENGINEER,
OREGON STATE HIGHWAY COMMISSION,
SALEM, OREGON.

DEAR MR. BALDOCK:

ENCLOSED HEREWITH YOU WILL FIND A NEW RESOLUTION PASSED BY THE CITY COUNCIL AT THEIR MEETING ON AUGUST 9, 1954, CONCERNED WITH THE INSTALLATION OF STOP LIGHTS AT THE INTERSECTIONS OF 6TH AVENUE AND OAK STREET AND 7TH AVENUE AND OAK STREET IN THE CITY OF EUGENE.

ALSO, YOU WILL FIND OUR PURCHASE ORDER AND A CITY WARRANT FOR $3,000, COVERING OUR PART OF THE AGREEMENT.

VERY TRULY YOURS,

Robert A. Finlayson
ROBERT A. FINLAYSON,
CITY MANAGER.

ENCL.: RESOLUTION
PURCHASE ORDER
WARRANT

Eugene check 30756 for $3000.00
Received 8-11-54
F. Query

RAF:LG

REFERRED TO
~~By State Highway Engineer~~
Cranted
Please note
& file

RESOLUTION

BE IT RESOLVED that the Mayor and Recorder of the City of Eugene be, and they are hereby, authorized to execute that certain contract between the CITY OF EUGENE and the STATE OF OREGON, by and through its State Highway Commission, pertaining to the installation of stop lights at the intersections of Sixth Avenue and Oak Street and Seventh Avenue and Oak Street in the City of Eugene, Oregon, and make expenditure of funds in accordance therewith.

BE IT FURTHER RESOLVED that the City of Eugene has duly considered all facts and conditions involved in said agreement and have approved the same.

BE IT FURTHER RESOLVED that the Resolution dated July 26th, 1954, pertaining to the execution of said contract but limiting the expenditure thereunder be and the same is hereby overruled and repealed.

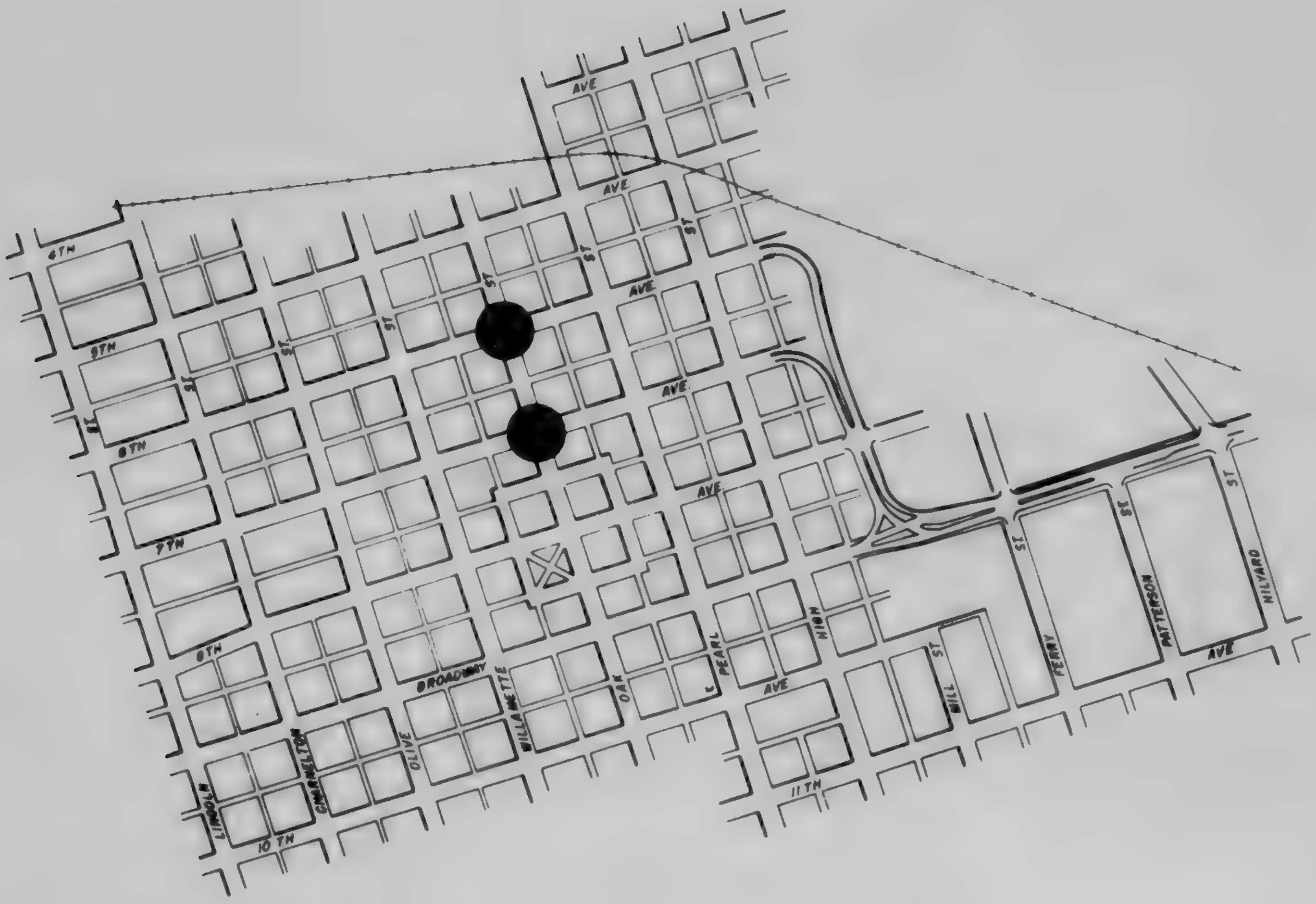
This Resolution adopted this 9the day of August, 1954.

City Recorder.

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
PLANS FOR PROPOSED PROJECT

TRAFFIC SIGNALS
OAK ST. AT SIXTH & SEVENTH AVES.
PACIFIC HIGHWAY US 99
EUGENE

LANE COUNTY AUGUST, 1954



EUGENE

SCALE 0 400 800 1600 FEET

TRAFFIC SIGNAL INSTALLATION OAK ST. AT SIXTH & SEVENTH AVES. PACIFIC HIGHWAY US 99 EUGENE, OREGON LANE COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
	OREGON			See Index

F OREGON
AY DEPARTMENT
POSED PROJECT
SIGNALS
& SEVENTH AVES.
HWAY US 99
ENE

AUGUST, 1954

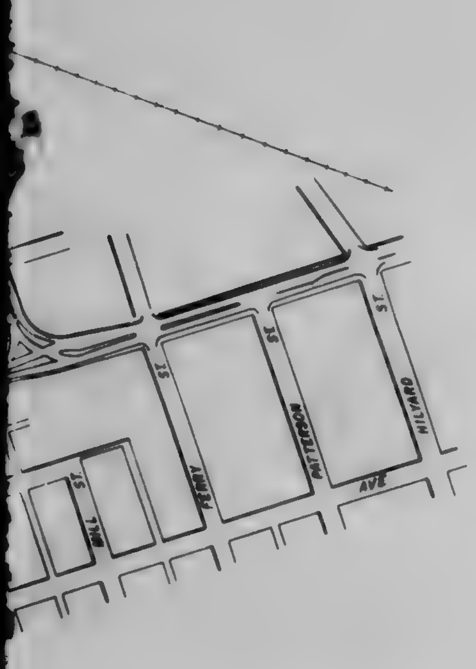


Exhibit A

187
NOV. 8, 1919
R. H. BALDOCK

STATE HIGHWAY ENGINEER

STATE HIGHWAY COMMISSION

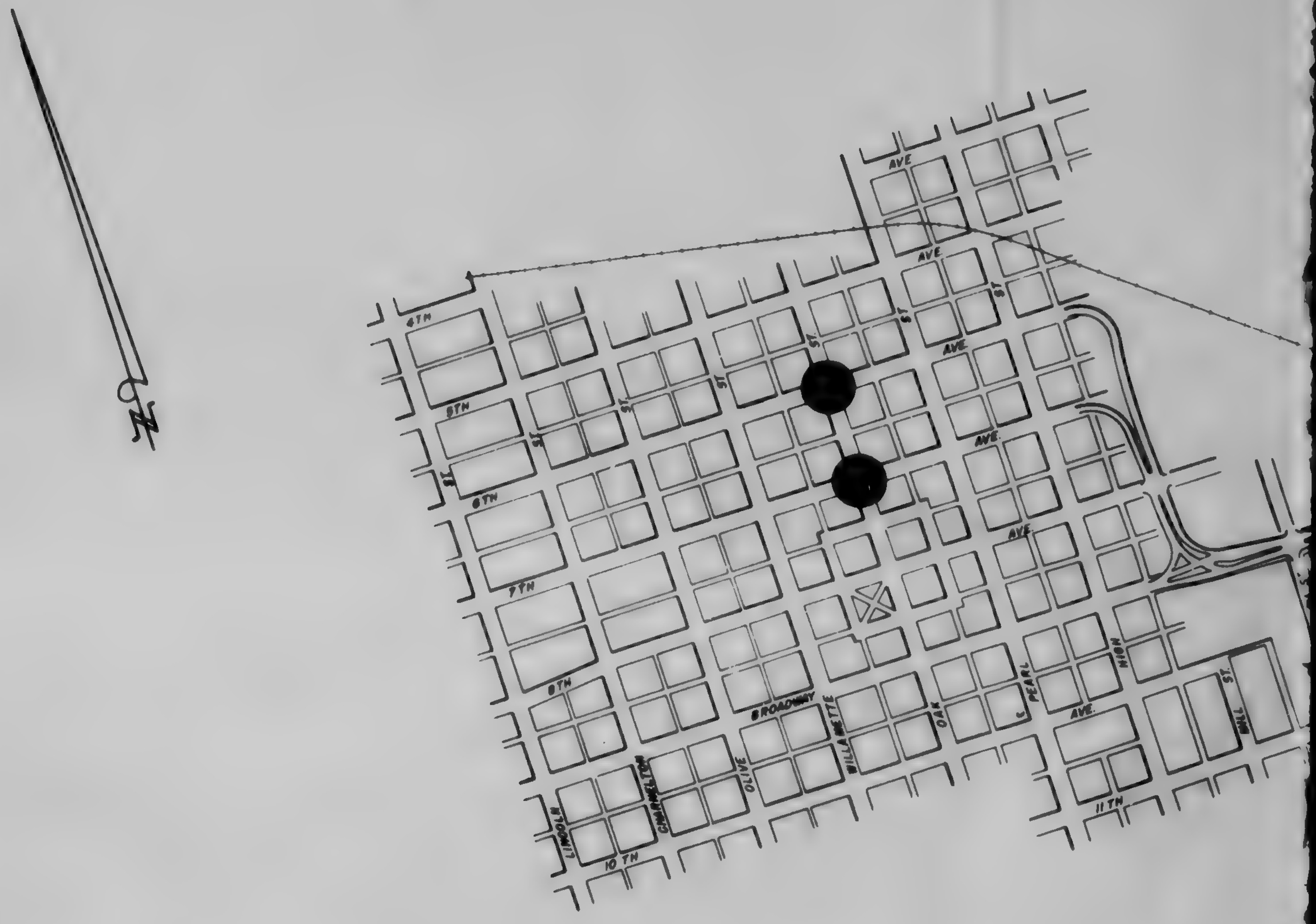
Ben R. Chandler	Chairman
Chas. H. Reynolds	Commissioner
M. K. Mc Iver	Commissioner

T.E.D. Drw'g No. 1685

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	*Title Sheet*
2	*Typical Detail Sheet*
3	*Typical Detail Sheet*
4	*Plan-Oak St. at Sixth and Seventh Avenues*

STATE OF OR
STATE HIGHWAY D
PLANS FOR PROPOSE
TRAFFIC SIG
OAK ST. AT SIXTH & S
PACIFIC HIGHWA
EUGENE

LANE COUNTY



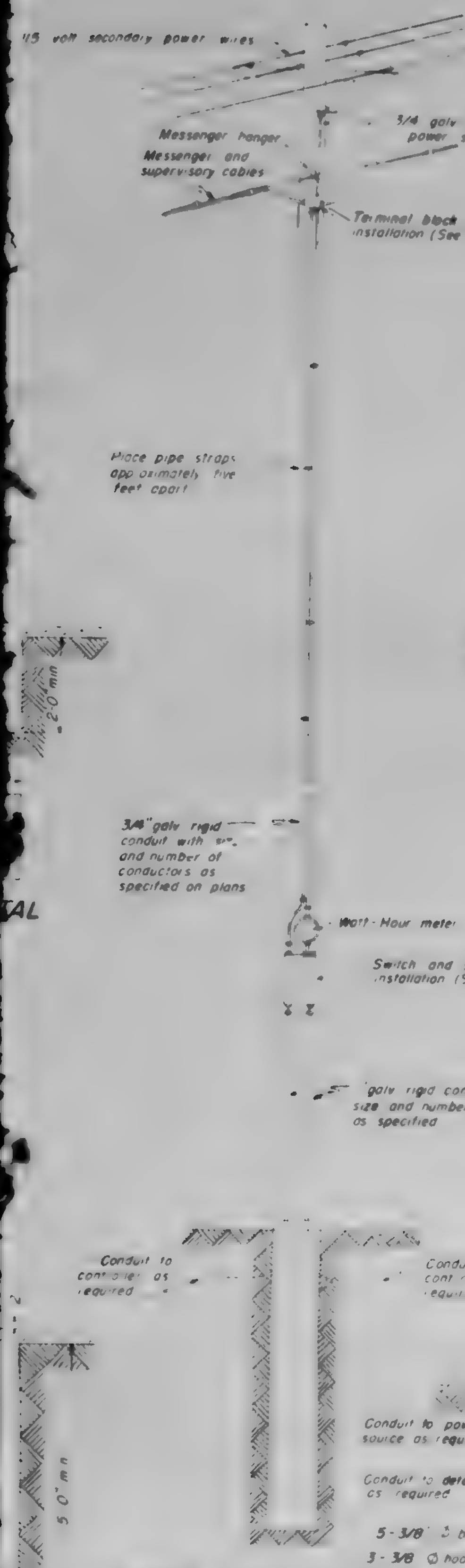
EUGENE

SCALE 0 400 800 1600 FEET

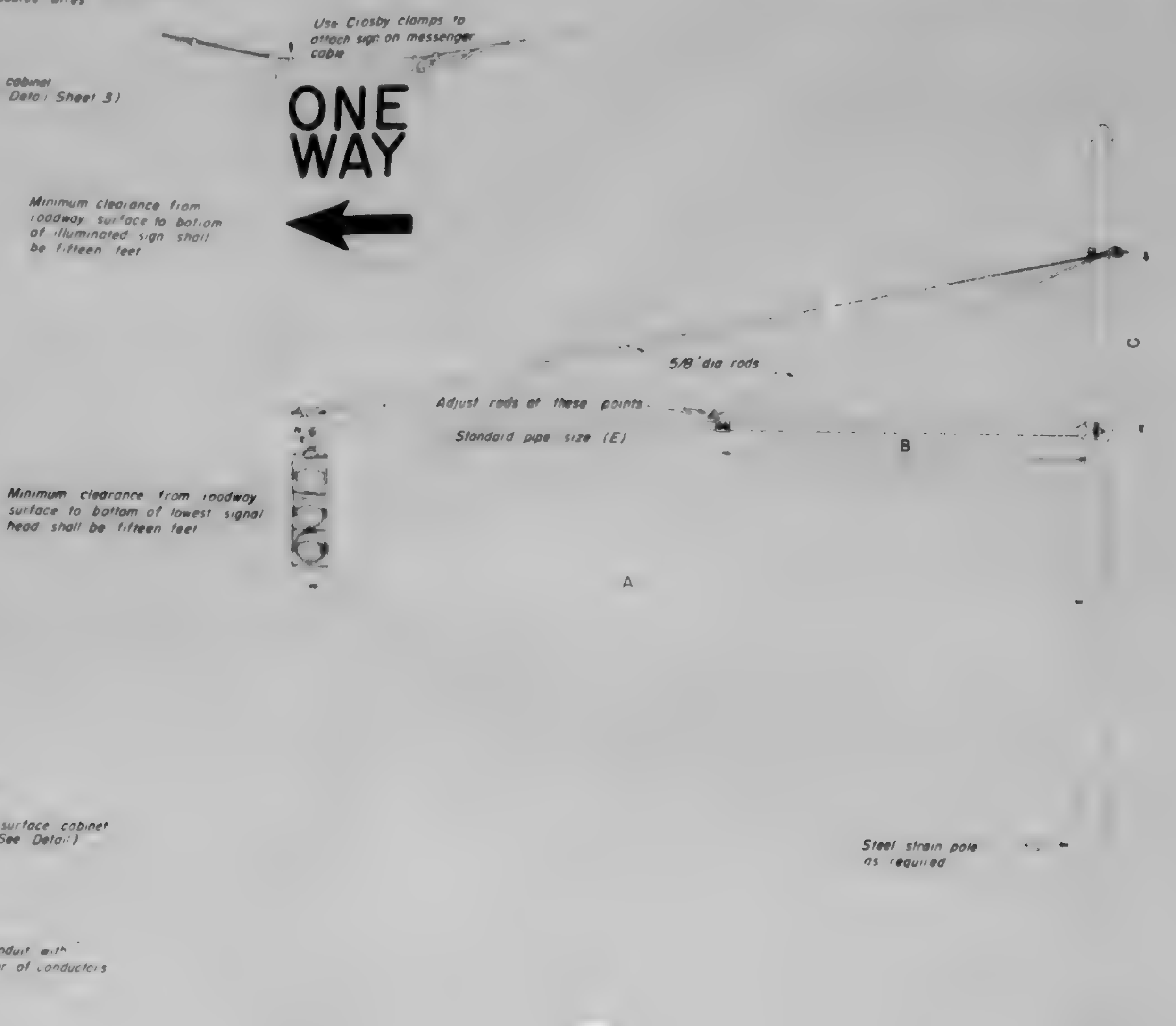
CONVENTIONAL SIGNS

State Line
County Line
City or Town Limits
Township Line
Section Line
Donation Land Claim Line
Fence Line
Guard Rail
Unfenced Property or Right of Way Line
Existing Roads
Trails
Base or Survey Line
Railroads
Retaining Wall
Culverts
Drop Inlet
Trolley Pole
Power Pole
Telephone or Telegraph Poles
Marsh
Irrigation Ditches
Bridges
Trees

TRAFFIC SIGNAL INSTALLATION TYPICAL DETAILS				SHEET NO 2
FED ROAD DIV NO	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
	OREGON			See Index


115 volt secondary power wires
Messenger hanger
Messenger and supervisory cables
3/4 galv rigid conduit with specified power source wires
Terminal block cabinet installation (See Detail Sheet 3)
Place pipe straps approximately five feet apart
3/4" galv rigid conduit with size and number of conductors as specified on plans
Watt-Hour meter
Switch and surface cabinet installation (See Detail)
galv rigid conduit with size and number of conductors as specified
2'-0" min
Conduit to controller as required
5'-0" min

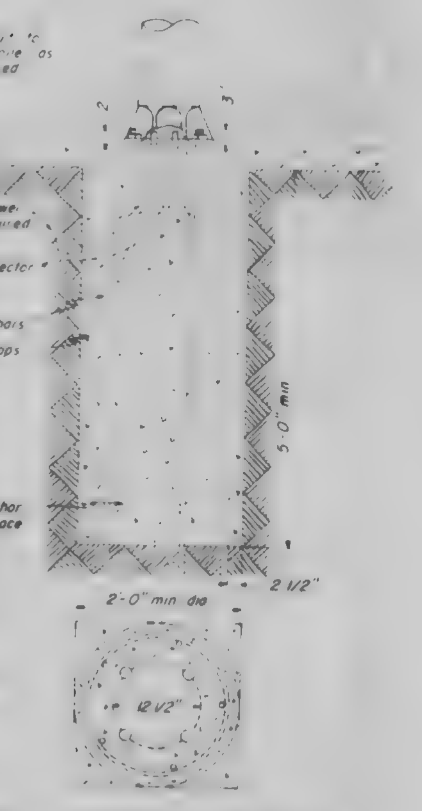
POWER SOURCE POLE AND OVERHEAD SUPERVISORY CABLE INSTALLATION


Use Crosby clamps to attach sign on messenger cable
ONE WAY
Minimum clearance from roadway surface to bottom of illuminated sign shall be fifteen feet
5/8" dia rods
Adjust rods at these points
Standard pipe size (E)
B
C
Minimum clearance from roadway surface to bottom of lowest signal head shall be fifteen feet
A
Steel strain pole as required

MAST ARM INSTALLATION

DIMENSIONS OF MAST ARM ASSEMBLY

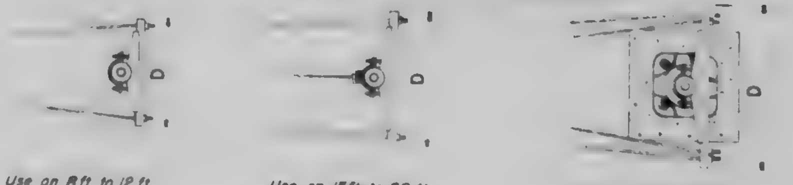
A	B	C	D	E
8'-0	-----	2'-6	2'-0"	2"
10'-0		2'-6'	2'-0"	2"
12'-0		2'-6	2'-0'	2"
15'-0	7'-6	3'-6'	2'-6'	2"
18'-0'	9'-0'	3'-6'	2'-6"	2"
20'-0"	10'-0"	4'-6	3'-0"	2"
22'-0"	11'-0"	4'-6"	3'-0"	2 1/2"
25'-0"	12'-6"	4'-6"	3'-0"	2 1/2"


Conduit to controller as required
2
3
Conduit to power source as required
Conduit to detector as required
5-3/8" ∅ bars
3-3/8 ∅ hoops
5'-0" min
Tie anchor bolts in place at bottom
2 1/2"
2'-0" min dia
12 1/2"

Pour the top of the base level and finish to match adjacent concrete curbs or walks. Top four inches formed square, remainder may be round or square. Finish corners with edging tool if not in walk or paved area

POLE FOOTING DETAILS

MAST ARM TIE ROD ASSEMBLY

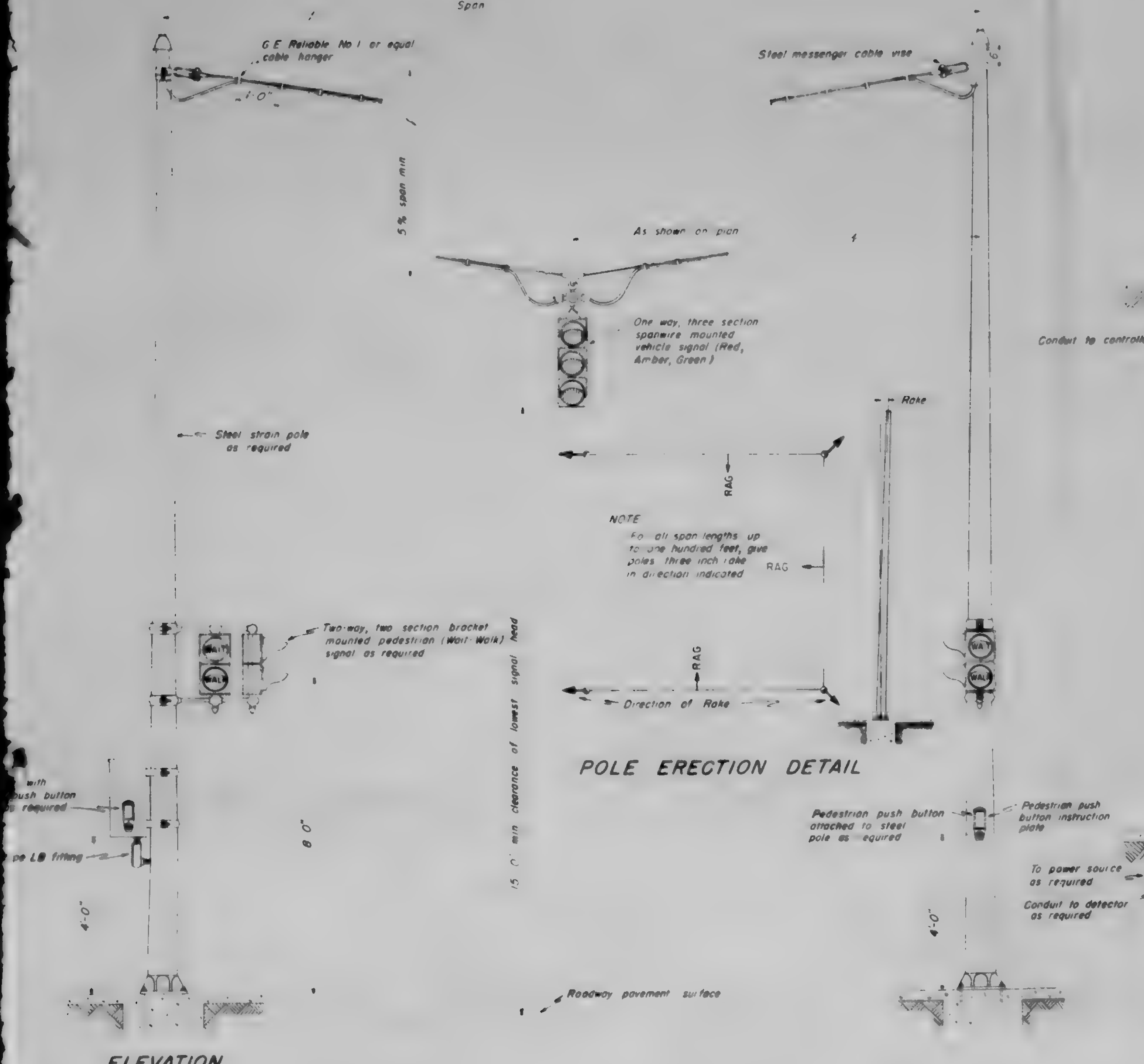


Use on 8ft to 12 ft mast arms

Use on 15ft to 20 ft mast arms

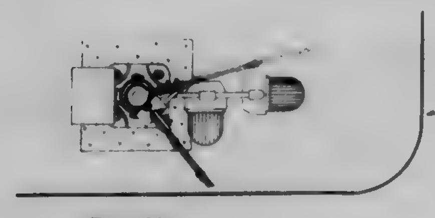
Use on 22ft to 25ft mast arms

T.E.D. Drwg. No. 1200

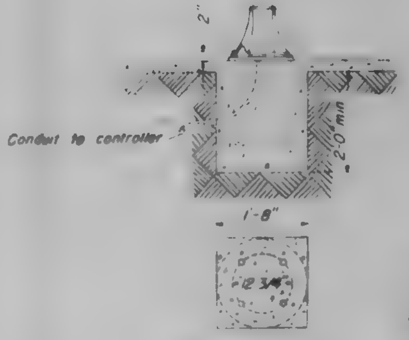

Span
G E Reliable No 1 or equal cable hanger
1'-0"
5% span min
Steel messenger cable vise
6"
As shown on plan
One way, three section spanwire mounted vehicle signal (Red, Amber, Green)
Steel strain pole as required
Rake
RAG
NOTE
For all span lengths up to one hundred feet, give poles three inch rake in direction indicated
RAG
RAG
Direction of Rake
Two-way, two section bracket mounted pedestrian (Wait Walk) signal as required
WAIT
WALK
with push button required
pe LB fitting
8'-0"
15'-0" min clearance of lowest signal head
4'-0"
Pedestrian push button attached to steel pole as required
Pedestrian push button instruction plate
4'-0"
Roadway pavement surface

POLE ERECTION DETAIL

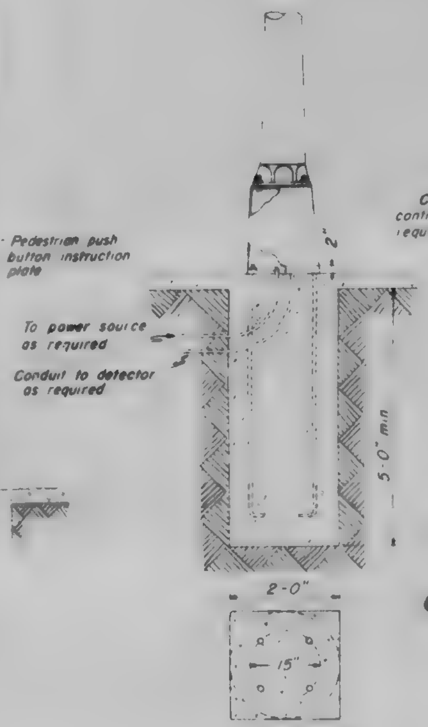
ELEVATION



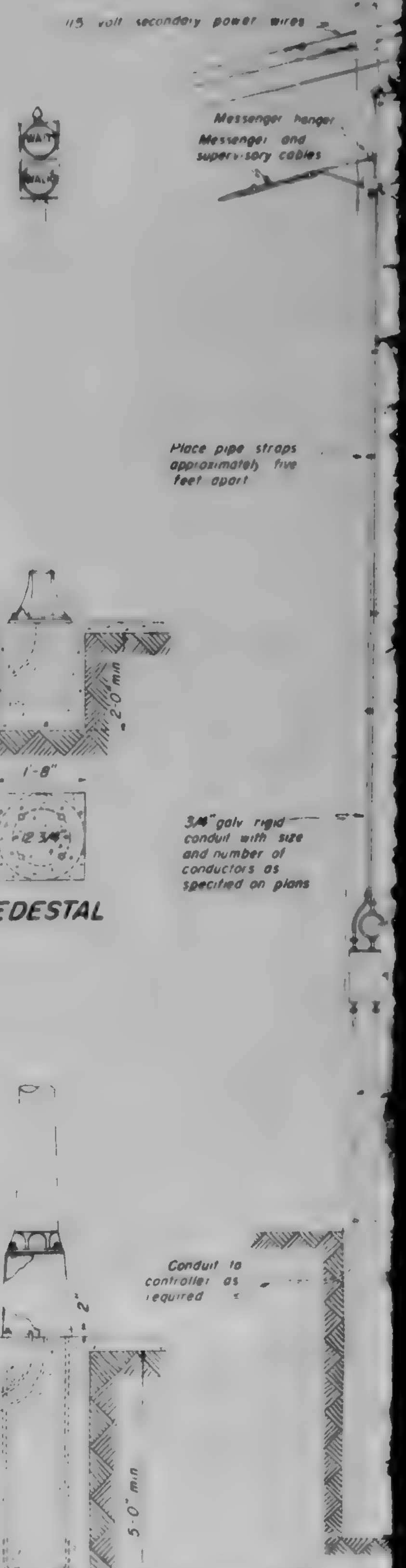
PLAN



PEDESTAL



IL BASE


115 volt secondary power wires
WAIT
WALK
Messenger hanger
Messenger and supervisory cables
Place pipe straps approximately five feet apart
3/4" galv rigid conduit with size and number of conductors as specified on plans
Conduit to controller as required

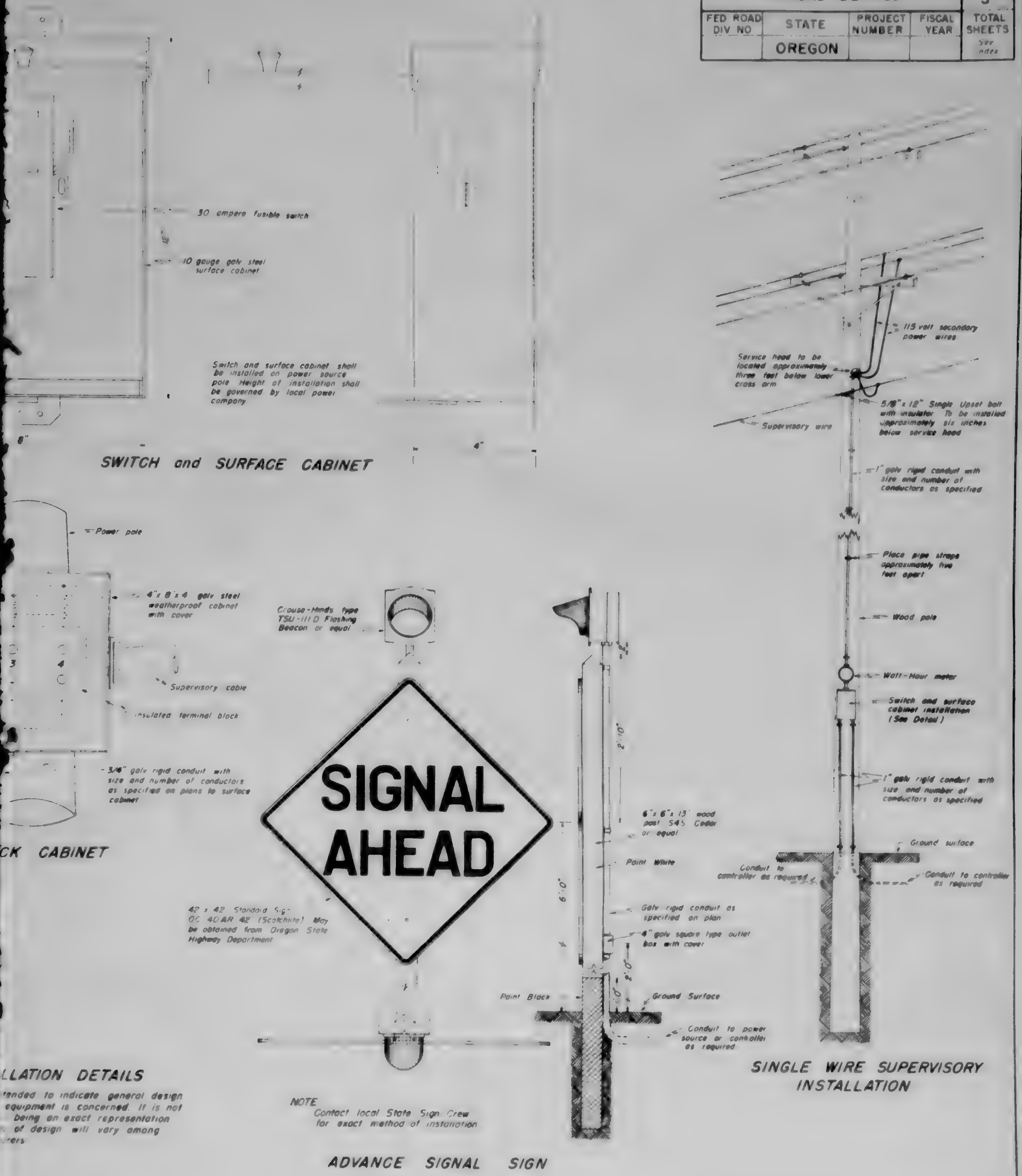
POWER SOURC
AND
OVERHEAD SU
CABLE INST

SIGNAL INSTALLATION DETAILS

NOTE: This drawing is intended to indicate general design only in so far as equipment is concerned. It is not to be construed as being an exact representation inasmuch as details of design will vary among manufacturers.

Pour the
and finish to ma
curbs or walks.
square, remainder
square. Finish co
if not in walk or

TRAFFIC SIGNAL INSTALLATION TYPICAL DETAILS				SHEET NO. 3
FED ROAD DIV NO	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
	OREGON			See index


30 ampere fusible switch
10 gauge galv steel surface cabinet
Switch and surface cabinet shall be installed on power source pole. Height of installation shall be governed by local power company
8"
4"
Power pole
4" x 8" x 4" galv steel weatherproof cabinet with cover
3
4
Supervisory cable
Insulated terminal block
3/4" galv rigid conduit with size and number of conductors as specified on plans to surface cabinet
Crouse-Hinds type TSU-111 D Flashing Beacon or equal
SIGNAL AHEAD
42 x 42 Standard Sign OC 40 AR 42 (Scotchlite) May be obtained from Oregon State Highway Department
2'-10"
6" x 6" x 13' wood post S4S Cedar or equal
Paint White
6'-0"
Galv rigid conduit as specified on plan
4" galv square type outlet box with cover
2'-0"
1'-0"
Paint Black
Ground Surface
Conduit to power source or controller as required
115 volt secondary power wires
Service head to be located approximately three feet below lower cross arm
5/8" x 12" Single Upset bolt with insulator. To be installed approximately six inches below service head
Supervisory wire
1" galv rigid conduit with size and number of conductors as specified
Place pipe straps approximately five feet apart
Wood pole
Watt-Hour meter
Switch and surface cabinet installation (See Detail)
1" galv rigid conduit with size and number of conductors as specified
Ground surface
Conduit to controller as required
Conduit to controller as required

SWITCH and SURFACE CABINET

CK CABINET

LLATION DETAILS

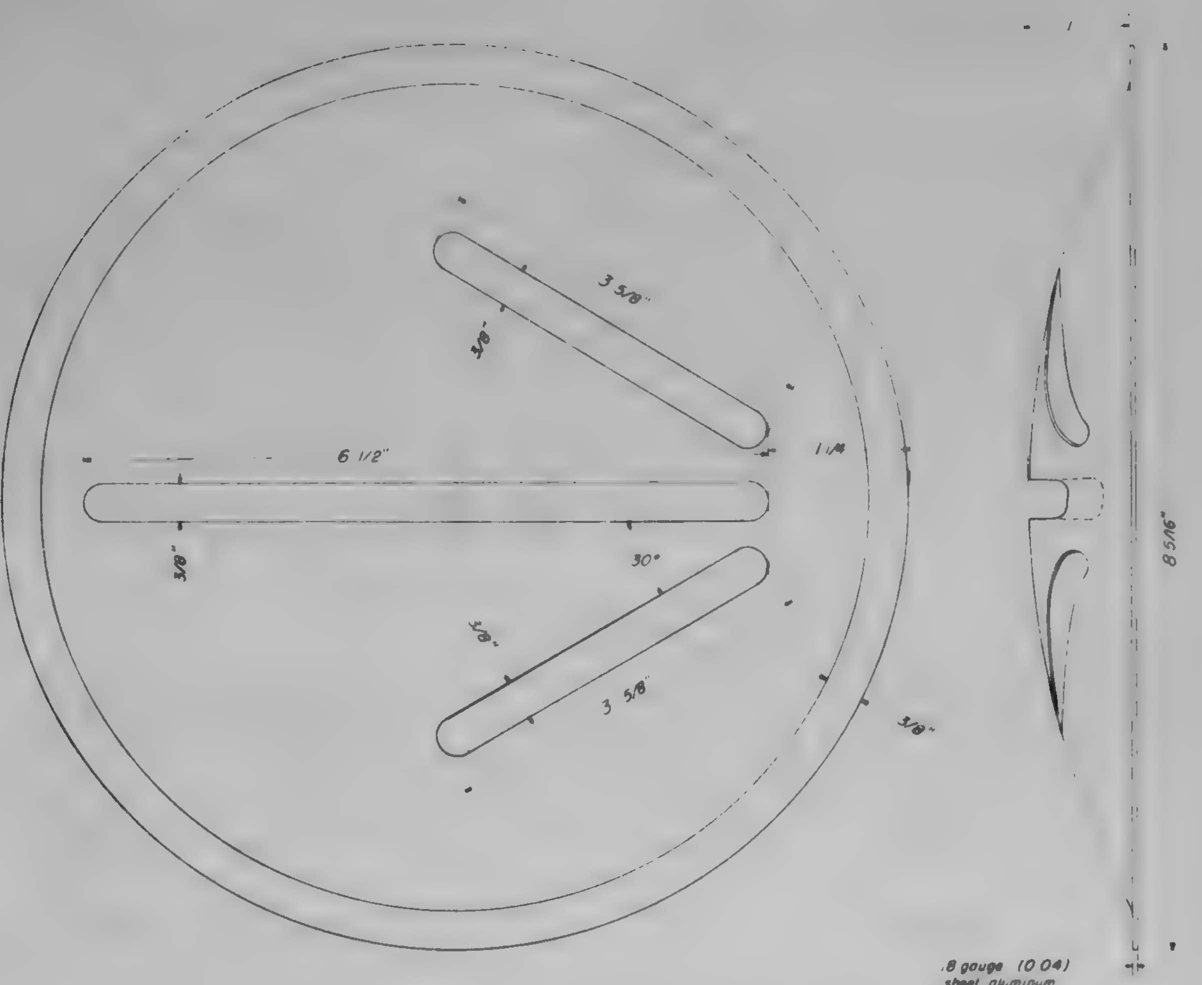
tended to indicate general design equipment is concerned. It is not being an exact representation of design will vary among rers

NOTE
Contact local State Sign Crew for exact method of installation

ADVANCE SIGNAL SIGN

SINGLE WIRE SUPERVISORY INSTALLATION

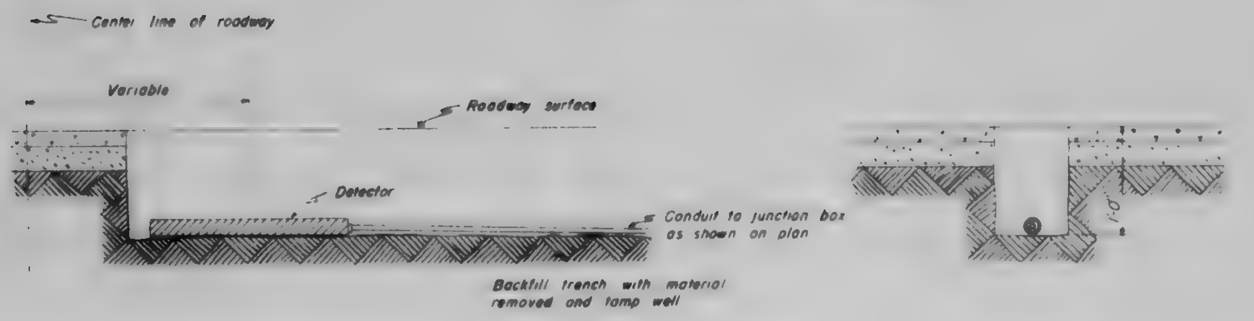
T.E.D. Drwg No 1201



.8 gauge (0.04) sheet aluminum

DIRECTIONAL ARROW

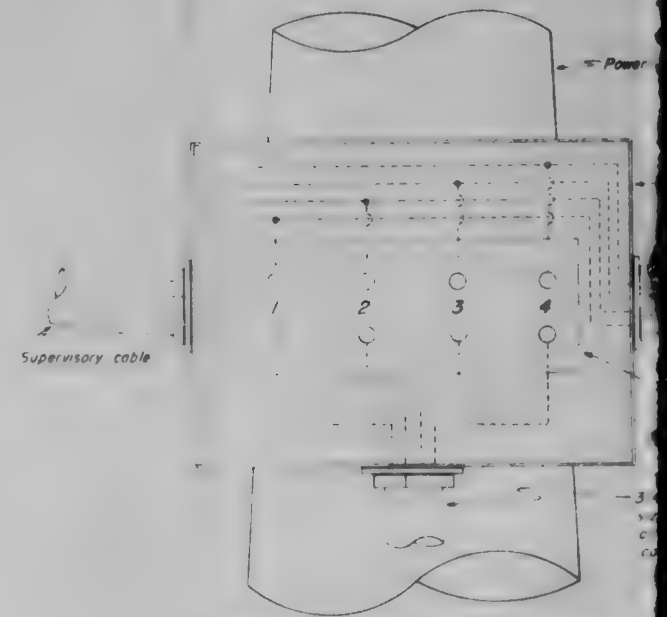
SW



Conduit to junction box as shown on plan

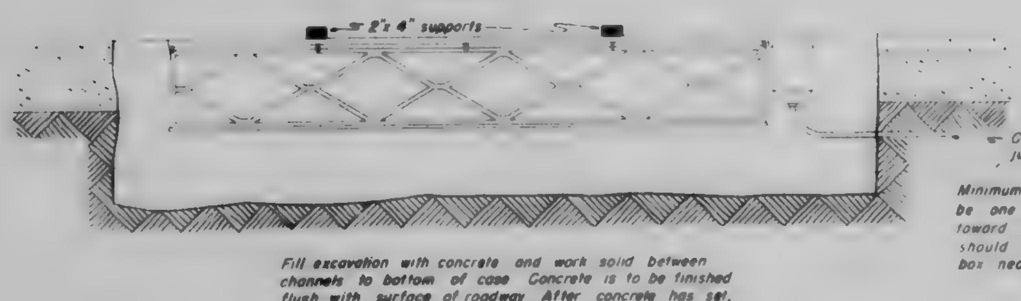
Backfill trench with material removed and tamp well

MAGNETIC DETECTOR



TERMINAL BLOCK CABINET

Length of excavation shall equal overall length of detector plus one foot

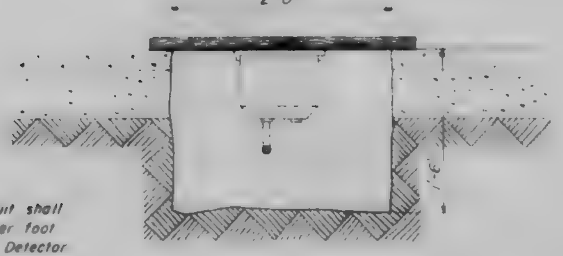


Conduit to junction box

Minimum slope of conduit shall be one quarter inch per foot toward junction box. Detector should be installed with splice box nearest curb

Fill excavation with concrete and work solid between channels to bottom of case. Concrete is to be finished flush with surface of roadway. After concrete has set, remove 2"x 4" supports and replace bolts with original screws

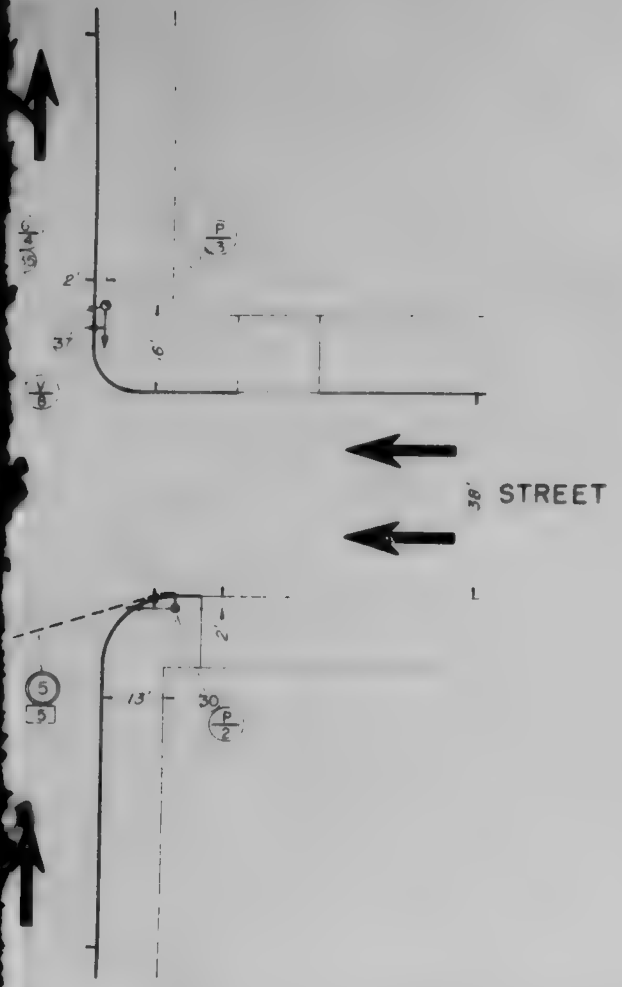
PRESSURE SENSITIVE DETECTOR



SIGNAL INSTALLATION DET

NOTE: This drawing is intended to indicate
only in so far as equipment is conc
to be construed as being an exact
inasmuch as details of design will
different manufacturers

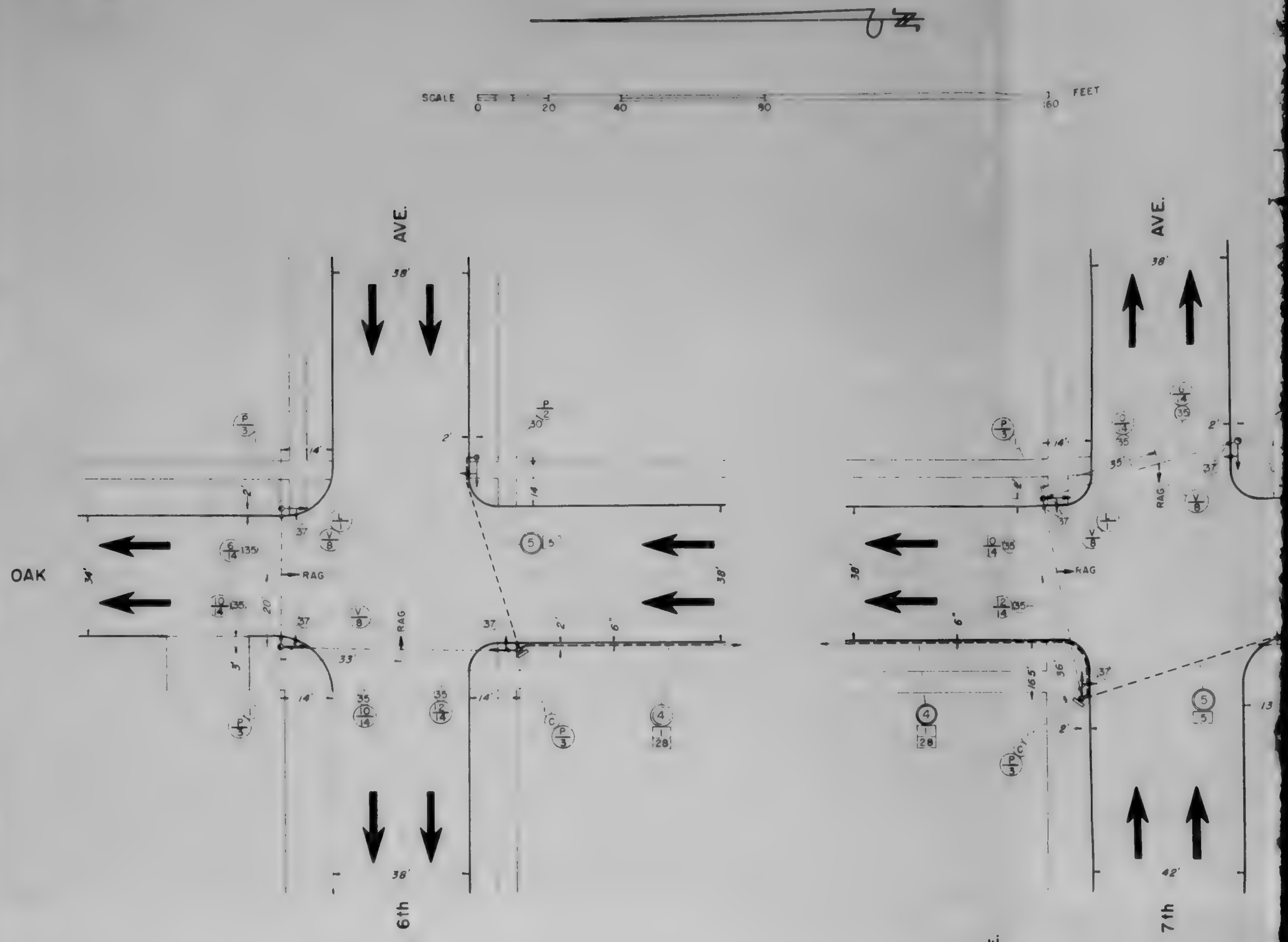
TRAFFIC SIGNAL INSTALLATION OAK ST. AT SIXTH & SEVENTH AVES PACIFIC HIGHWAY US 99 EUGENE, OREGON LANE COUNTY				SHEET NO 4
FED ROAD DIV NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
	OREGON			See Index

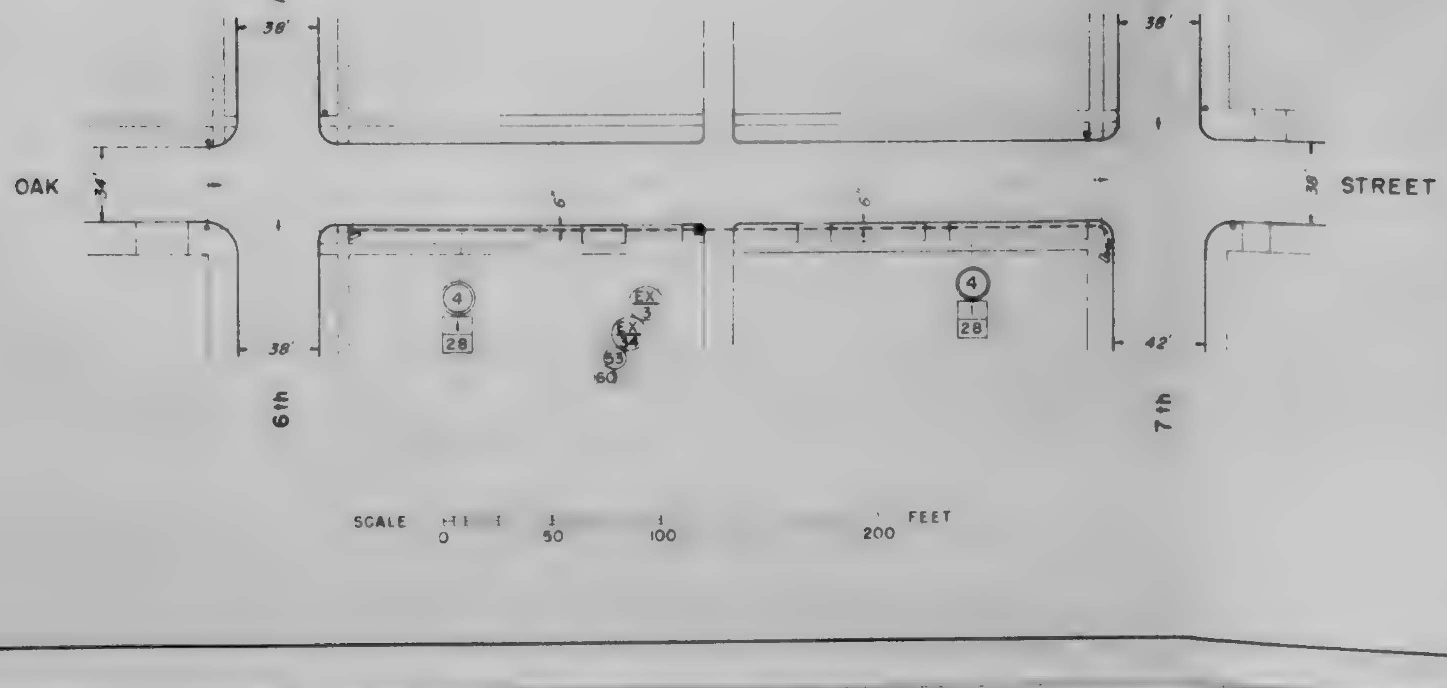


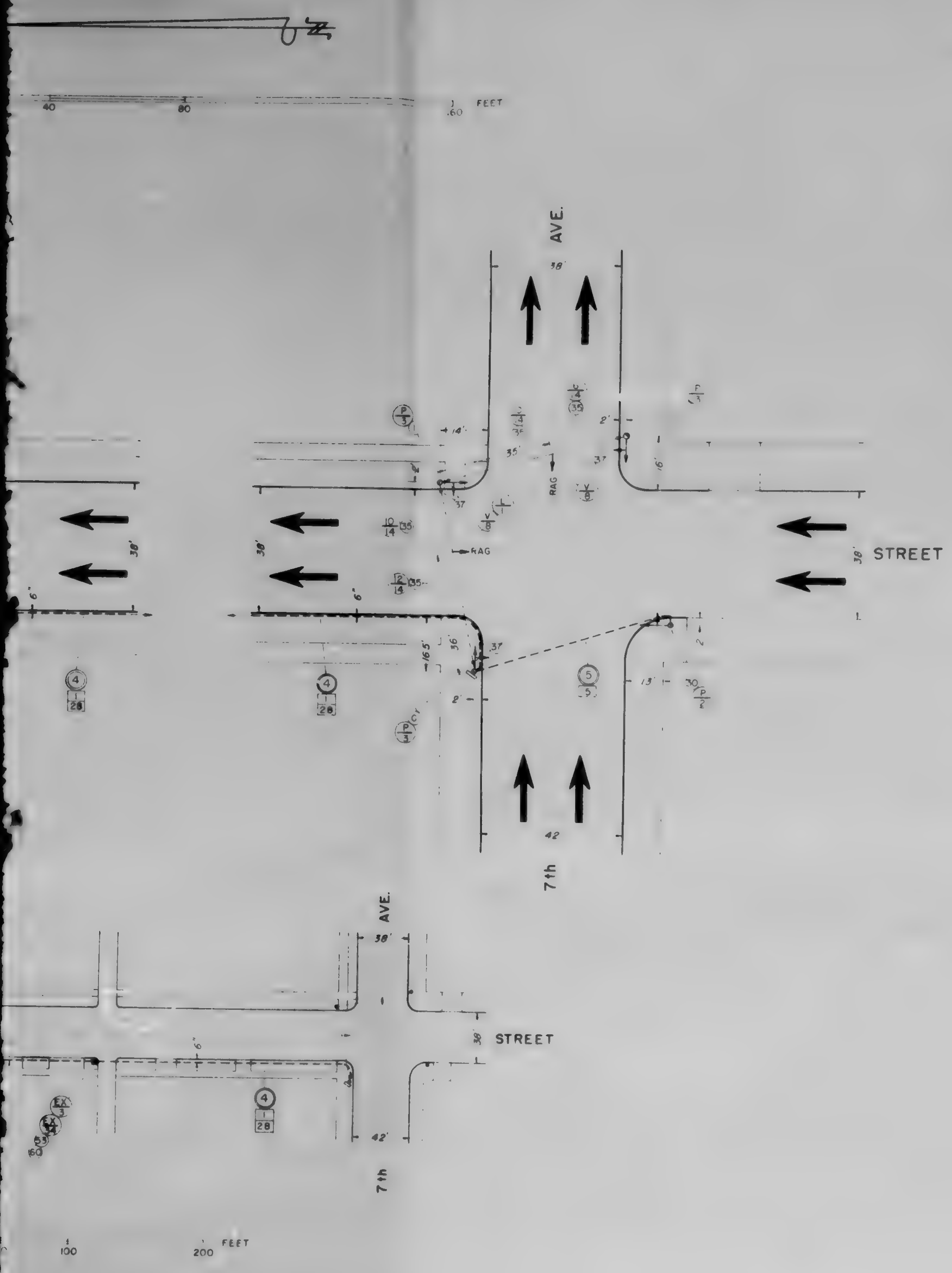
L E G E N D

Ex/3	Existing power company wood pole (Power Source)
(Ex/34)	Existing aerial synchronizing circuit
T	Install 24 ft steel strain pole
30	Install 8 ft. traffic signal pedestal
35	Install 3/8" galv messenger cable
37	Install galv steel messenger cable vise
(33)	Install 4"x 8"x 12" galv. steel cabinet with 30 ampere fusible switch
60	Install 4"x 8"x 4" galv steel cabinet, complete with cover and a 4 terminal connection block
④	Install 1" galv rigid conduit
⑤	Install 1 1/4" galv rigid conduit
[1]	Install 1 No 14 type T/W wire (Synchronizing Circuit)
[5]	Install 5 No 14 type T/W wire
[28]	Install 2 No 10 type T/W wire
6/14	Install 6 wire No 14 Control Cable
10/14	Install 10 wire No 14 Control Cable
12/14	Install 12 wire No 14 Control Cable
C	Install two-phase, fixed time controller with cabinet
L/1	Install Straitray Model "B" ray director
P/2	Install two way, two light pedestal mounted pedestrian signal (Wait-Walk)
P/3	Install two-way, two light bracket mounted pedestrian signal (Wait-Walk)
V/8	Install one-way, three light span wire mounted vehicle signal (Red, Amber, Green)

T.E.D. Drw'g. No. 1686


SCALE 0 20 40 80 160 FEET
6th AVE.
7th AVE.
OAK
38'
34'
42'
RAG
6"
2'
14'
37
33'
35'
135


6th AVE.
7th AVE.
OAK STREET
38'
34'
42'
6"
EX
SCALE 0 50 100 200 FEET



LEGEN

EX/3	Existing power company wood pole
EX/34	Existing aerial synchronizing circu
1	Install 24 ft. steel strain pole
30	Install 8 ft. traffic signal pedestal
35	Install 3/6" galv messenger cable
37	Install galv. steel messenger cable
53	Install 4"x 8"x 12" galv. steel cabinet
60	Install 4"x 8"x 4" galv steel cabinet,
④	Install 1" galv. rigid conduit
⑤	Install 1 1/4" galv rigid conduit
[1]	Install 1 No. 14 type T/W wire (Sy
[5]	Install 5 No 14 type T/W wire
[28]	Install 2 No 10 type T/W wire
6/14	Install 6 wire No 14 Control Cabl
10/14	Install 10 wire No. 14 Control Cable
12/14	Install 12 wire No 14 Control Cab
C	Install two-phase, fixed time contro
L/1	Install Straitray Model "B" ray dire
P/2	Install two way, two light pedestal
P/3	Install two-way, two light bracket m
V/8	Install one-way, three light span wi

RECEIVED
SEP 14 1954
FOR FILING

20-1610

[illegible]

NOA
33

Salem, Oregon
August 18, 1954

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Mr. R. H. Baldock
State Highway Engineer
Office

Attached are eight conformed copies of an agreement with the City of Eugene covering the installation of stop lights at the intersection of 7th Avenue and Oak Street and 6th Avenue and Oak Street.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the City Recorder, Eugene, Oregon.

Secretary

rn
Attach: 8

REFERRED TO
BY SECRETARY

RECEIVED
AUG 19 1954
FOR FILING

[illegible]

[illegible]

August 18, 1954

Mr. Henry F. Beistel, City Recorder
City Hall
Eugene, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Eugene covering the installation of stop lights at the intersection of 7th Avenue and Oak Street and 6th Avenue and Oak Street.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

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FOR FILING

20-14[illegible]
4-[illegible]

August 11, 1954

Trowbridge Electric Company
136 North Jackson Street
Roseburg, Oregon

Gentlemen:

The State Highway Commission on August 10, 1954 awarded to you State Highway Contract No. 4-55 for installation of the Eugene Traffic Signals.

This award was based on your bid of $4,506.00 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

ehr

cc S. H. Probert
H. G. Smith
R. G. Savage, SIAC
G. S. Paxson

RECEIVED
OCT 13 1954
FOR FILING

20-1610

4255

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLA
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

August 6, 1954

Mr. Robert A. Finlayson
City Manager
City Hall
Eugene, Oregon

NOTED
W. C. WILLIAMS

Dear Mr. Finlayson:

This letter is by way of further confirmation of conversations between yourself and Mr. J. Al Head, Assistant Traffic Engineer of this Department, and at the same time to set down for the record certain points pertinent to the traffic-signal installation proposed on Sixth and Seventh Avenues at Oak Street in your city.

We have the signed copies of the traffic-signal agreement between the City and the State and in addition thereto a resolution authorizing the Mayor and the Recorder to execute the agreement. This resolution, in addition to authorizing the Mayor and the Recorder to execute the agreement, further limits the City's expenditure to an amount not to exceed $3,000. The State Highway Commission cannot, under the circumstances, accept such a provision and, as Mr. Head advised you, unless the City Council passes another ordinance or resolution authorizing the Mayor and the City Recorder to execute the agreement (which has already been signed) without any limitation as to expenditure, the State Highway Commission will be forced to return to the contractors, unopened, their bids for this work.

The State Highway Commission will, as advertised, take bids on this signal work on Monday, August 9, but will not open the bids until Tuesday, August 10. This will allow your City Council to take appropriate action on Monday evening and advise the Highway Commission on Tuesday morning of their action. In the event that the City Council enacts an ordinance or resolution authorizing the signing of the agreement without stipulation as to limitation of expenditure and places in the mail its check for $3,000, the Highway Commission will open and award bids providing they are within the engineer's estimate. In the event that the City Council does not enact such ordinance or resolution, the bids will be returned to the contractors and we will readvertise this work at some future date when the City's participation with the State has been clarified.

Our Legal Department has posed a question as to the authority of the City to authorize the Mayor and the City Recorder to sign an agreement which obligates funds, through a resolution. Generally, most cities by charter provision are required to do so through an ordinance. It would be appreciated, for the record, if you would furnish this office a certified copy of that portion of your Charter authorizing this to be done by resolution.

Mr. Head will call you at your office on Tuesday, August 10, at 8:30 a.m. to ascertain your Council's action.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. J. W. Cattrall
Mr. F. B. Crandall

FORM E-30 25M 9-51 58915

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1954

NOTED
W. C. WILLIAMS

SUBJECT: Assignment #5195

To: Mr. W. C. Williams
OFFICE

In regard to the traffic signal installations at the intersections of 7th Avenue and Oak Street and 6th Avenue and Oak Street in Eugene, the proper city officials have signed the agreement but an accompanying resolution authorizing the Mayor and City Recorder to execute the agreement also states that the City of Eugene will be limited in its expenditure in an amount not to exceed $3,000, while the agreement specifies equal division of the total cost of the project (estimated cost $6,000).

We have contacted Mr. Al Head concerning the matter and he requests that the agreement be returned to him for further action so we are returning all copies of the agreement to the Traffic Engineering Division.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:MM
cc: Mr. Al Head

RECEIVED
AUG 3 1954
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 25M 9-51 22315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 2, 1954

SUBJECT: State-City Agreement
Proposed Traffic Signal Installation
Intersections Sixth and Seventh
Avenues at Oak Street
Eugene

To: W. C. Williams
Deputy State Highway Engineer
Office

L

PLEASE RETURN TO
W. C. WILLIAMS

There are attached ten (10) copies of the state-city agreement covering the installation of traffic signals at the intersections of Sixth and Seventh Avenues at Oak Street in the City of Eugene. These agreements have been checked, found correct and may be handed to Mr. Cattrall for submission to the city.

Crandall
F. B. Crandall
Traffic Engineer

VJ:mm
Attachments

RECEIVED
1954

ASSIGNMENT

Date: July 5, 1954 No. [illegible]75 By WCW

Description: Letter of June 28 by Leslie B. Hampton and letter of July 2 by F. B. Crandall attaching 10 copies of agreement on traffic signal installation at Sixth and Seventh Aves. at Oak Street, Eugene

Acknowledged by____ Referred to Cattrall ✓

- __Investigate and report with recommendation
- __Such action as necessary and report
- __Comment or recommendation
- __Return with rough draft of reply
- __Prepare reply for signature of Mr.________
- __Contact correspondent and report

Remarks: For execution by City.

WCW

8-3-54 agreements retd to Division [illegible] Dept for further action

PLEASE RETURN TO
W. C. WILLIAMS

Executed ✓ Report Received__________

HWAY DEPARTMENT
CORRESPONDENCE

Oregon
, 1954

JECT: Traffic Signal Installation Agreement Intersections 6th & 7th Avenues at Oak Street, Eugene

eer

PLEASE RETURN TO
W. C. WILLIAMS

ten copies of the proposed traf-
reement with the City of Eugene,
of fixed time traffic signals
th Avenue and Oak Street and
Avenue and Oak Street.

pared at the request of Mr.
gineer.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By Leslie B. Hampton
LESLIE B. HAMPTON
Assistant Attorney

LBH:FRC

RECEIVED
JUL 1 1954
TRAFFIC ENGINEER

RECEIVED
JUN 30 1954
[illegible]
STATE HIGHWAY ENGINEER

ASSIGNMENT

Date: July 1, 1954 No. 3164 By [illegible]

Description: Letter from Leslie B. Hampton, 6-28-54, enclosing 10 copies of proposed traffic signal installation agreement with City of Eugene for signals at intersections of 6th & 7th Avenues at Oak Street, Eugene.

Crandall

Acknowledged by_____ Referred to______________

- __ Investigate and report with recommendation
- __ Such action as necessary and report
- __ Comment or recommendation
- __ Return with rough draft of reply
- __ Prepare reply for signature of Mr._________
- __ Contact correspondent and report

PLEASE RETURN TO
W. C. WILLIAMS

To check

Remarks:

Executed 9-5-54 Report Received__________
mc

IGHWAY DEPARTMENT
NT CORRESPONDENCE

, Oregon
28, 1954

JBJECT: Traffic Signal Installation Agreement Intersections 6th & 7th Avenues at Oak Street, Eugene

neer

PLEASE RETURN TO
W. C. WILLIAMS

ten copies of the proposed traf-
greement with the City of Eugene,
of fixed time traffic signals
xth Avenue and Oak Street and
th Avenue and Oak Street.

repared at the request of Mr.
ngineer.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By Leslie B. Hampton
LESLIE B. HAMPTON
Assistant Attorney

LBH:FRC

RECEIVED
JUL 1 1954
TRAFFIC ENGINEER

RECEIVED
JUN 30 1954
OFFICE OF
STATE HIGHWAY ENGINEER

FORM K-30 25M 6-51 52312

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 28, 1954

SUBJECT: Traffic Signal Installation Agreement
Intersections 6th & 7th
Avenues at Oak Street,
Eugene

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

**PLEASE RETURN TO
W. C. WILLIAMS**

Dear Mr. Williams:

I send you herewith, ten copies of the proposed traffic signal installation agreement with the City of Eugene, covering the installation of fixed time traffic signals at the intersection of Sixth Avenue and Oak Street and the intersection of Seventh Avenue and Oak Street.

This agreement was prepared at the request of Mr. F. B. Crandall, Traffic Engineer.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By Leslie B. Hampton
LESLIE B. HAMPTON
Assistant Attorney

LBH:FRC

RECEIVED
JUL 1 1954
TRAFFIC ENGINEER

RECEIVED
JUN 30 1954
OFFICE OF
STATE HIGHWAY ENGINEER

20-1610
4255

NOTED
W. C. WILLIAMS

Salem, Oregon
June 2, 1954

Preparation of State-City Agreement
Proposed Traffic Signal Installations
Sixth and Seventh Avenues at Oak Street
Eugene

5919 C. W. Enfield
Chief Counsel
Office

At its meeting on January 21, 22, 1954, the State Highway Commission approved the installation of traffic signals at the intersection of Oak Street with Sixth and Seventh Avenues in the City of Eugene. Will you please prepare the necessary state-city agreement.

In the way of material to be included in the agreement, I offer the following:

1. The highway involved is the Pacific Highway, No. 1, US99, which in this section of Eugene is routed over a one-way couplet with Seventh Avenue carrying eastbound and Sixth Avenue westbound traffic.

2. The intersections involved are those of Sixth and Seventh Avenues with Oak Street.

3. It is planned to install fixed-time traffic signals at these intersections as shown on the attached plans. The signals will be interconnected with the existing traffic signals on US99 in the City of Eugene.

4. The installation is estimated to cost $6,000.

5. The state shall make the installation with either its own forces or by contract and in the first instance pay all costs thereof. The final cost shall be shared equally by the city and the state.

6. The city when returning the signed agreements shall submit its check for one-half the estimated cost of the installation.

7. The city shall maintain the traffic signals after installation and pay for all electrical energy consumed. No changes shall be made in the timing program without prior approval in writing from the state.

8. It is agreed between the two parties concerned that at such time as material installed under this agreement is in need of

replacement, the cost of such shall be shared on the same basis as the original installation.

If after preparation you will submit the agreements to this office through Mr. Williams' office, we will check them and care for further processing.

F B Crandall
F. B. Crandall
Traffic Engineer

VJ:mm
cc: W.C.Williams ✓
J.W.Cattrall
Attachments

RECEIVED
MAR 2 6 1954
FOR FILING

Maint
Traffic
Lights
Eugene

5919

E. JOHNSON, MAYOR

ROBERT A. FINLAYSON, CITY MANAGER

CITY OF EUGENE
OFFICE OF CITY MANAGER
EUGENE, OREGON

MARCH 23, 1954

PLEASE RETURN TO
W. C. WILLIAMS

MR. R. H. BALDOCK
STATE HIGHWAY ENGINEER
STATE HIGHWAY BUILDING
SALEM, OREGON

DEAR SIR:

REFERENCE IS MADE TO YOUR LETTER OF JANUARY 28TH NOTIFYING US OF THE COMMISSION'S APPROVAL OF THE INSTALLATION OF TRAFFIC SIGNALS AT THE INTERSECTIONS ON US 99, AT 6TH AVENUE AND OAK STREET, AND AT 7TH AVENUE AND OAK STREET IN EUGENE.

THE COMMON COUNCIL OF EUGENE, AT ITS MEETING ON FEBRUARY 23, 1954, APPROVED THE INSTALLATION OF THESE SIGNALS AND PROVISION WILL BE MADE IN THE 1954-55 BUDGET SO THIS EQUIPMENT CAN BE INSTALLED IN JULY OR AUGUST OF THIS YEAR.

YOURS VERY TRULY,

Robert A. Finlayson

ROBERT A. FINLAYSON
CITY MANAGER

NOTED
W. C. WILLIAMS

RAF:GC

NOTED
B. CRANDALL

RECEIVED
MAR 2 4 195
TRAFFIC ENGINEER

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 9, 1954

SUBJECT: Traffic Signal Installation
Sixth and Seventh Avenues at Oak Street
Eugene

To: W. C. Williams
Deputy State Highway Engineer
Office

NOTED
H. B. GLAISYER

You will recall at the January meeting of the State Highway Commission installation of traffic signals at the above location at a total estimated cost of $6,000 was approved. This office has contacted Mr. Robert A. Finlayson, City Manager of Eugene and find that they do not have money to finance this work at this time, but that they will budget the money and notify us when their budget is approved. This means that this work will be held up until probably June or July. We will in the interim, however, proceed with the preparation of plans and specifications looking to the letting of this installation to contract after the City has money to cover the installation.

F. B. Crandall
F. B. Crandall
Traffic Engineer

JAH:jr

cc - H. B. Glaisyer
C. H. Maison
E. A. Collier
G. S. Paxson

RECEIVED
FOR FILING

Maint
Traffic
Lights

Eugene
5919

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[illegible]

January 28, 1954

Mr. Robert A. Finlayson, City Manager
City of Eugene
Eugene, Oregon

Dear Mr. Finlayson:

In your letter of December 16, 1953, directed to Mr. R. H. Baldock, State Highway Engineer, you request a restudy of the intersections of Oak Street with the US 99 couplet to determine the need for traffic signal installation.

You undoubtedly know that the investigation has been made. The findings were reported to the State Highway Commission at its meeting last week. According to the information contained in the Engineer's report on the subject, traffic signals are warranted at both intersections. He estimated the cost of the installation interconnecting the existing signal system at approximately $6,000. He recommended approval of the project provided the City of Eugene will share equally with the State the expense involved and providing further that the City will maintain the signals after they are installed and will furnish electrical energy to operate them. The Commission approved the project on such basis.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:ehr

cc F. B. Crandall

EIVED
JAN 15 1954
R FILING

[illegible]
Traffic
Lights

Eugene
[illegible]

January 12, 1954

Mr. Robert A. Finlayson
City Manager
City Hall
Eugene, Oregon

Dear Mr. Finlayson:

Mr. Baldock advised you on December 23 that an investigation would be made by the Traffic Engineer in connection with installation of traffic signals at the intersection of Oak Street with the highway couplet (US99) through Eugene.

I wish to advise that this investigation has been made, and Mr. Baldock is presenting the matter to the Highway Commission for its consideration at its January 20-21 meeting with favorable recommendation. You will be apprised later of the Commission's decision.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

JAH:jr me

cc Mr. F. B. Crandall

RECEIVED
DEC 26 1953
FOR FILING

Maint
Traffic
Lights
Eugene

5919

December 23, 1953

RHB
5919

Mr. Robert A. Finlayson
City Manager
Eugene, Oregon

Dear Mr. Finlayson:

Receipt is acknowledged of your letter of regarding warrant for traffic signals at the intersection of Oak Street with the highway couplet, US99, through Eugene. I am referring your request to the Traffic Engineer for a study of the situation. I will advise you of the results when the investigation has been completed.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. F. B. Crandall

GCH:lg

RECEIVED
FOR FILING

Maint
Traffic
Lights
Eugene

January 6, 1954

Oregon State Highway Commission

Gentlemen:

Mr. Robert A. Finlayson, City Manager of Eugene, on December 16 requested an investigation with regard to traffic signals on the Pacific Highway, US99 (6th and 7th Avenues) at Oak Street.

A check of the accident record at 6th Avenue and Oak Street and at 7th Avenue and Oak Street during the period from January 1, 1951 to October 31, 1953 showed 21 and 19 preventable accidents, respectively. It was found that the 1952 average daily traffic on 7th Avenue just west of Oak Street was 13,393 vehicles, while on 6th Avenue it was 12,766 vehicles. There is no traffic count available for Oak Street, but the volume is appreciable, in that it is the northbound street of the one-way couplet comprising Oak and Willamette Streets.

It is recommended that traffic signals be installed on the Pacific Highway at the intersections of 6th Avenue and 7th Avenue with Oak Street interconnecting the existing signal system, at an estimated cost of $6,000, the cost to be borne equally by the City and State.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

JAH:jr RHB:me

cc Mr. F. B. Crandall
Mr. C. H. Maison

FORM E-30 25M 9-51 52319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 6, 1954

SUBJECT: Request for Traffic Signals
Oak Street at Sixth & Seventh Avenues
US99 - Eugene
RHB 5919

To: R. H. Baldock
State Highway Engineer
Office

I am returning your file on the above subject. I have not had a formal investigation made in regard to the request for traffic signals in that it seemed obvious to us that traffic signals were warranted on the basis of traffic data at hand. I am attaching two suggested drafts; one to the Highway Commission recommending installation of the signals, and one to Mr. Finlayson as requested by your assignment.

The following is a little more detail of the factual data at hand supporting our decision.

In his letter, Mr. Finlayson mentions that an investigation was made at these two intersections some years ago. The investigations to which he refers pertain to the Pearl Street rather than the Oak Street intersections. We have no history of an investigation at Oak Street.

A check of the accident record reveals that the accident experience at these two intersections during the period from January 1, 1951 to October 31, 1953, was as follows:

Intersection	Total Accidents	Persons Injured	Persons Killed	Preventable Accidents
6th Avenue	37	1	0	21
7th Avenue	32	7	0	19

It was found that the 1952 ADT on 7th Avenue just west of Oak Street was 13,393 vehicles and on 6th Avenue 12,766 vehicles. Oak Street itself carries considerable traffic in that it is northbound, while Willamette Street is southbound. Thus it is believed that traffic signals are warranted from a volume standpoint as well as from the point of possible accident prevention. A third warrant for traffic signals would be the fact that at the present time there are no traffic signals on either 6th or 7th Avenue between High Street and Willamette Street. Willamette Street is the principal business street in the City of Eugene and the intersections of the east-west streets with Willamette Street have considerable congestion. The distance between Willamette and High Streets is so great that control of traffic is lost. Signalization of Oak Street would promote more efficient control of traffic.

It is estimated that signalization of these two intersections would cost $6,000.

F B Crandall
F. B. Crandall
Traffic Engineer

JAH:jr
Attachments

B. JOHNSON, MAYOR

ROBERT A. FINLAYSON, CITY MANAGER

CITY OF EUGENE
OFFICE OF CITY MANAGER
EUGENE, OREGON

DECEMBER 16, 1953

MR. R. H. BALDOCK,
STATE HIGHWAY ENGINEER,
STATE HIGHWAY BUILDING,
SALEM, OREGON.

DEAR MR. BALDOCK:

A FEW YEARS AGO THE TRAFFIC ENGINEERING DIVISION OF YOUR DEPARTMENT MADE AN INVESTIGATION OF TRAFFIC CONDITIONS TO DETERMINE IF THE INTERSECTIONS OF OAK STREET WITH THE HIGHWAY COUPLET, US99, THROUGH EUGENE MET THE NECESSARY WARRANTS FOR TRAFFIC SIGNALS. THE STUDY AT THAT TIME SHOWED SIGNALS WERE NOT JUSTIFIED. SINCE THEN THE TRAFFIC PATTERN HAS CHANGED SUCH THAT WE FEEL THERE IS A DEFINITE NEED FOR THE SIGNALS ON THE BASIS OF VOLUME, NEED FOR INTERRUPTION OF CONTINUOUS FLOW, AND ACCIDENT EXPERIENCE. IN ORDER THAT FUNDS MAY BE ALLOTTED IN NEXT YEAR'S BUDGET THE CITY OF EUGENE IS DESIROUS THAT THE STATE HIGHWAY DEPARTMENT RE-STUDY THESE INTERSECTIONS TO ASCERTAIN THIS NEED.

VERY TRULY YOURS,

Robert A. Finlayson

ROBERT A. FINLAYSON,
CITY MANAGER.

RAF:LG

RECEIVED
DEC 21 1953
TRAFFIC ENGINEER

RECEIVED
1953

NOTED
J. AL HEAD

2-1603 Corvallis Traffic Signals 1954
4256

FORM E-120 50M REVISED 2-

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
JUN 7 1955
FOR FILING

June 6, 1955

Witzig Construction Co.
223 S. 4th St.
Corvallis, Oregon

Gentlemen:

The State Highway Commission at its meeting held on May 25 had under discussion your request for an extension of time, from December 30, 1954 to February 11, 1955, within which to complete your contract No. 4256, for installing traffic signals at Corvallis on the Pacific Highway West in Benton County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker, D
Division Engineer

O. R. Kennen,
Resident Engineer

F. M. Stephenson,
Bridge Engineer

RECEIVED
MAY 23 1955
FOR FILING

-160

6.

May 20, 1955

Request for extension of time
No. 10
May 25 and 26 meeting

Oregon State Highway Commission

Gentlemen:

Re: Corvallis Traffic Signals
Contract No. 4256

Witzig Construction Co., contractor on the Corvallis Traffic Signal Installation, has requested a second extension of time from December 30, 1954, to February 11, 1955, in which to complete the contract.

All work with the exception of painting the light poles was completed before the first extension date of December 30, 1954. Due to the inclement weather, the painting was not completed until February 11, 1955.

It is recommended that this second extension be granted without penalty. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc P. M. Stephenson

PMS:aa hi

2-1683
4256

OREGON STATE HIGHWAY DEPARTMENT

(date)
March 16, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4256	3-Final	Witzig Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
5070	R-118116	$ 784.05	3/16/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Nov. 30, 1954

Time Extensions: to Feb. 11, 1955 without penalty

Completion Date: Feb. 11, 1955

Date Accepted: May 25, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 6-1-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: JUN

Ruth Rawlings

NOTED ON CARD
gl

RECEIVED
MAR 4 1955
FOR FILING

2-1603
4256

March 4, 1955

REGISTERED MAIL

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

State Highway Contract No. 4256 for installing traffic signals at Corvallis in Benton County was completed by the contractor, Witzig Construction Co., on February 11, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $284.05 will be released to the contractor after acceptance by the Commission. The total contract amount is $2,470.00 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. P. E. Fowler
Equitable Bldg.
Portland, Oregon

NOTED ON CARD

RECEIVED
FEB 3 1955
FOR FILING

2 1113
4

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

February 1, 1955

itzig Construction Co.
3 South Fourth St.
Corvallis, Oregon

Gentlemen:

The State Highway Commission at its meeting held on January 18 had under discussion your request for an extension of time from November 30 to December 31, 1954 within which to complete your contract No. 4256, covering installation of Corvallis Traffic Signals on the Pacific Highway West in Benton County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. lker,
Division Engineer

enon,
Resident Engineer

axson,
Assistant State Highway Engineer

RECEIVED
DEC 22 1954
FOR FILING

2-1603
4256

December 20, 1954

Request for extension of time
No. 5
January 18 and 19 meeting.

Oregon State Highway Commission

Gentlemen:

Re: Corvallis Traffic Signals
Contract No. 4256

Witzig Construction Company, contractor on the traffic signal installation on the Pacific Highway West in Corvallis, has requested an extension of time from November 30, 1954, to December 30, 1954, in which to complete the contract.

This contract has been delayed by the nonarrival of equipment from the factory. All work has been completed with the exception of the installation of this equipment.

The State will incur no additional engineering expense by this delay. As this delay was beyond the control of the contractor, it is recommended that this extension be granted without penalty. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

PMS/de

Attached

RECEIVED
OCT 4 - 1954
FOR FILING

2-165
[illegible]

September 30, 1954

Witzig Construction Company
223 S. 4th Street
Corvallis
Oregon

Gentlemen:

We enclose herewith a fully executed copy of Contract No. 4256, which was awarded to you August 10, 1954 by the State Highway Commission, covering the installation of Corvallis traffic signals on Fourth and Harrison Streets of the Pacific Highway West in Benton County. This copy is for your files.

A copy of this contract is also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

RECEIVED
AUG 24 1954
FOR FILING

2-11-12

1256

5179 [illegible]
5189

10

Salem, Oregon
August 19, 1954

Mr. John W. Cattrall
City & County Relations Dept.
Office

MISC. CONTRACTS and AGREEMENTS No. 1573

Attached is a conformed copy of an agreement with the City of Corvallis covering the installation of traffic signals at the intersection of Fourth (U.S. 99W) and Harrison Streets in Corvallis.

One fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Corvallis, Oregon.

Secretary

FH
Attach: 1

REFERRED TO Geary
BY SECRETARY
to file

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 27, 1954

REFERRED TO
H. B. Glaisyer
By W. W. STIFFLER
for Agenda

SUBJECT: Assignment #5189

To: Mr. W. C. Williams
OFFICE

Attached are three copies of an agreement covering the installation of traffic signals at the intersection of Fourth (U. S. 99W) and Harrison Streets in Corvallis.

Two copies of the agreement have been executed by the proper city officials and are now ready for presentation to the Highway Commission.

This completes Assignment #5189.

John W. Cattrall
Engineer, County and City Relations

By

John D. Graham
Office Engineer

JDG:MM
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE Minutes of April 1, 1954 page 29
H B Glaisyer
Secretary

ASSIGNMENT

Date: July 2, 1954 No. 5189 By wcw

Description: Letter of July 1 by F. B. Crandall enclosing 10 copies of State-City agreement covering installation of traffic signals in Corvallis - Fourth (US99W) and Harrison Streets

Acknowledged by_____Referred to Cattrall ✓

- __ Investigate and report with recommendation
- __ Such action as necessary and report
- __ Comment or recommendation
- __ Return with rough draft of reply
- __ Prepare reply for signature of Mr.________
- __ Contact correspondent and report

Remarks: For execution by City.
WCW

PLEASE RETURN TO
W. C. WILLIAMS

Executed 7·29·54 me Report Received__________

IGHWAY DEPARTMENT
NT CORRESPONDENCE

em, Oregon
y 1, 1954

BJECT: State-City Agreement
Proposed Traffic Signal Installation
Fourth (US99W) and Harrison Streets
Corvallis
WCW 5179

PLEASE RETURN TO
W. C. WILLIAMS

of the state-city agreement covering
s at the intersection of Fourth (US99W)
f Corvallis. These agreements have
y be handed to Mr. Cattrall for sub-

F. B. Crandall
F. B. Crandall
Traffic Engineer

VJ:mm
Attachments

NOTED
W. C. WILLIAMS

RECEIVED
1954
RELAT

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 1, 1954

SUBJECT: State-City Agreement
Proposed Traffic Signal Installation
Fourth (US99W) and Harrison Streets
Corvallis
WCW 5179

To: W. C. Williams
Deputy State Highway Engineer
Office

PLEASE RETURN TO
W. C. WILLIAMS

There are attached ten (10) copies of the state-city agreement covering the installation of traffic signals at the intersection of Fourth (US99W) and Harrison Streets in the City of Corvallis. These agreements have been checked, found correct and may be handed to Mr. Cattrall for submission to the city.

F B Crandall
F. B. Crandall
Traffic Engineer

NOTED
W. C. WILLIAMS

VJ:mm
Attachments

RECEIVED
[illegible] 1954
[illegible] RELATIONS

ASSIGNMENT

Date: June 29, 1954 No. [illegible]79 By [illegible]

Description: Letter from Leslie B. Hampton, 6-23-54, enclosing 10 copies of proposed signal installation agreement with the City of Corvallis.

Acknowledged by____ Referred to Crandall

- __ Investigate and report with recommendation
- __ Such action as necessary and report
- __ Comment or recommendation
- __ Return with rough draft of reply
- __ Prepare reply for signature of Mr._______
- __ Contact correspondent and report

PLEASE RETURN TO
W. C. WILLIAMS

Remarks: To check

Executed 7-2-54 me Report Received________

REGON
WAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

23, 1954

neer

Re: Signal Installation
Agreement with the
City of Corvallis.

PLEASE RETURN TO
W. C. WILLIAMS

ten copies of the proposed traffic
ment with the City of Corvallis.
on the corner of Fourth and
moving of an existing flashing
ion of Ninth and VanBuren to the
Harrison Streets.

epared at the request of Mr. F. B.
.

If additional copies of the print are necessary, they can be obtained from the City and County Relations Office.

Yours very truly,

C. W. ENFIELD
Chief Counsel
By Leslie B. Hampton
LESLIE B. HAMPTON
Assistant Attorney

LBH:FRC

NOTE
J. AL

RECEIVED
JUN 30 1954
TRAFFIC ENGINEER

1954

FORM B-128 50M REVISED 2-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

June 23, 1954

Mr. W. C. Williams
Deputy State Highway Engineer
Office

Dear Mr. Williams:

Re: Signal Installation
Agreement with the
City of Corvallis.

PLEASE RETURN TO
W. C. WILLIAMS

I send you herewith, ten copies of the proposed traffic signal installation agreement with the City of Corvallis. It covers an installation on the corner of Fourth and Harrison Streets, and the moving of an existing flashing beacon from the intersection of Ninth and VanBuren to the intersection of Ninth and Harrison Streets.

This agreement was prepared at the request of Mr. F. B. Crandall, Traffic Engineer.

If additional copies of the print are necessary, they can be obtained from the City and County Relations Office.

Yours very truly,

C. W. ENFIELD
Chief Counsel
By Leslie B. Hampton
LESLIE B. HAMPTON
Assistant Attorney

LBH:FRC

NOTE
J. AL

[illegible] 1954

RECEIVED
JUN 30 1954
TRAFFIC ENGINEER

RECEIVED
AUG 20 1954
FOR FILING

2 16-2

4256

August 19, 1954

Mr. George Simerville, City Recorder
City Hall
Corvallis, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Corvallis covering the installation of traffic signals at the intersection of Fourth (U.S. 99W) and Harrison Streets in Corvallis.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
FOR FILING

August 11, 1954

itsig Construction Company
223 South Fourth Street
Corvallis, Oregon

Gentlemen:

The State Highway Commission on August 10, 1954 awarded to you State Highway Contract No. 4256 for installation of the Corvallis Traffic Signals.

This award was based on your bid of $2,470.00 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistat Secretary

ehr

cc S. H. Probert
H. G. Smith
R. G. Savage, SIAC
G. S. Paxson

FORM E-20 [illegible]

Referenced To:
[illegible]
Traffic
[illegible]

2-1603
4256

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 13, 1954

To: Mr. C. H. Maison
Chief Accountant

SUBJECT:

Attached is Check No. 6019 from the City of Corvallis in the amount of $1,750. Said sum represents the city's share in the estimated cost of traffic signal installations at the intersection of 4th and Harrison Streets in Corvallis.

John W. Cattrall
Engineer, County and City Relations

By

Robert H. Prange
Robert H. Prange
Office Engineer

RHP:MM
Att.

cc: Mr. H. B. Glaisyer

F. QUERY

Maint
Traffic
Lights
Corvallis

Cross Referenced to:
Maint
Traffic
Parking

NOTE
W. C. WILLIAMS

Salem, Oregon
June 7, 1954

C. W. Enfield
Chief Counsel
Office

Preparation of State-City Agreement
Proposed Traffic Signal Installation
and Flashing Beacon Installation
Fourth (US99W) and Harrison Streets
and Ninth and Harrison Streets
Corvallis

The State Highway Commission at its meeting on April 1 and 2, 1954, approved the installation of a traffic signal at the intersection of Fourth and Harrison Streets and shifting of the existing flashing beacon from Ninth and Van Buren Streets to Ninth and Harrison Streets in the City of Corvallis. Will you please prepare the necessary state-city agreement.

It is believed that the following material should be covered in the agreement:

1. The highway involved is the Pacific Highway West which in this section of Corvallis will, upon completion of the current construction project, be routed over Fourth Street southbound and Third Street northbound.

2. The intersections involved are those of Fourth (US99W) and Harrison Streets and those of Ninth and Harrison Streets.

3. It is planned to do the following work:
   a. Install a fixed-time traffic signal at the intersection of Fourth and Harrison Streets interconnected with the existing traffic signal system as shown on the attached plans.
   b. Move the existing flashing beacon from the intersection of Ninth and Van Buren Streets to the intersection of Ninth and Harrison Streets. At the present time Ninth, Van Buren and Harrison Streets are on the State Highway System. Upon completion of the current construction project they will revert to city-street status.

4. The cost of the installations are estimated to be as follows:

Traffic signal installation	$3,200
Moving flashing beacon	$ 300

5. The state shall make the installation with its own forces or by contract and pay all costs thereof. The final cost shall be shared equally by the city and the state.

6. The city, when returning the signed agreements, shall submit its check for one-half the estimated cost of the traffic signal and

flashing beacon installation.

7. The city shall maintain the traffic signals and flashing beacon after installation and pay for all electrical energy consumed. The city agrees to make no change in the timing program of the traffic signals without prior approval in writing from the state.

8. The city shall pass an ordinance or resolution prohibiting parking as follows:
   a. On the south side of Harrison Street from Fourth Street westerly to the alley.
   b. On the east side of Fourth Street from Van Buren Street to a point 300 feet north of Polk Street.
   c. On the west side of Fourth Street from Van Buren Street to Harrison Street.

9. The city shall pass an ordinance or resolution requiring all traffic entering the intersection of Ninth and Harrison Streets from Ninth Street to stop before proceeding.

10. It is agreed between the parties concerned that at such time as the traffic signals covered by this agreement are in need of replacement, the cost of such replacement shall be shared in the same manner as the original installation.

If after preparation you will submit the agreements to this office through Mr. Williams' office, we will check them and care for further processing.

F B Crandall

F. B. Crandall
Traffic Engineer

VJ:mm
cc: W.C.Williams ✓
J.W.Cattrall
Attachments

City of Corvallis
HOME OF OREGON STATE COLLEGE
CORVALLIS, OREGON

OFFICE OF THE CITY ENGINEER Maint
Traffic
Lights
Corvallis

April 9, 1954

Cross Referenced To:
Maint
Traffic
Parking

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Concerning your letter of April 8, 1954 which recites that which was approved by the Highway Commission at their lastmeeting.

The Mayor and City Council have approved, by the adoption of Committee reports, all items covered with the exception that the City was to pay 50 per cent of the cost of moving flashing beacon from Van Buren to Harrison Street. I have discussed this with the Committee and they will recommend in the new report on April 19, 1954 that the City accept the recommendations as set forth in your letter, namely:

1. Traffic signal at 4th and Harrison Streets - $ 3200.00
2. Move flashing beacon Van Buren to Harrison Streets - $ 300.00. City to agree to 50 per cent of the cost of above.

City to adopt parking restrictions as follows:

1. South side of Harrison, Alley to 4th Street
2. East side of 4th, Van Buren to 300 feet north of Polk Street
3. West side of 4th, Van Buren to Harrison Street

This office has checked with several Councilmen and recommends that the Commission prepare the formal documents and mail to this office.

Very truly yours,

V. L. Goodnight
City Engineer

VLG:np
cc: J. O. Convill
City Manager

copy to Crandall 4/12

RECEIVED
APR 12 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 23 1954
FOR FILING

Signal
Traffic
Lights
Corvallis 4923

4.1.4
4.1.54

April 8, 1954

Mr. V. L. Goodnight
City Engineer
Corvallis, Oregon

Dear Mr. Goodnight:

You will be interested to know that the State Highway Commission at its meeting last week had under discussion certain changes in the existing traffic control plan in the City of Corvallis when the construction project in the northern part of your City extending the one-way couplet on Third and Fourth Streets is completed. The situation was explained to the Commission by the State Highway Engineer, Mr. R. H. Baldock who recommended the following:

1. Installation of a traffic signal at the intersection of Fourth and Harrison Streets at an estimated cost of $3,200.

2. Removal of the existing flashing beacon at the intersection of Ninth and Van Buren Streets and reinstallation of the same at Ninth and Harrison Streets, at an estimated cost of $300.

Both of these recommendations were made contingent upon the City of Corvallis agreeing to pay fifty per cent of the installation cost, to maintain the signals after the installations are completed and to furnish electrical energy to operate them.

Mr. Baldock further recommended the adoption of certain parking restrictions by the City as follows:

1. No parking on the south side of Harrison Street from Fourth Street westerly to the alley.

2. On the east side of Fourth Street from Van Buren Street to a point 300 feet north of Polk Street.

3. On the west side of Fourth Street from Van Buren Street to Harrison Street.

[illegible]

This matter was given careful study by the members of the Commission and as a result thereof, the recommendations of the Engineer were adopted unanimously. The Commission ordered the matter covered by an appropriate agreement between the City and the State, which will be prepared in this office and will cover all of the points mentioned above. Please advise whether or not the City is willing to cooperate in this project as stated.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm
cc: F. B. Crandall

RECEIVED
1954
FOR FILING
Maint
Traffic
Lights
[illegible]

Cross Referenced to:
Maint
Traffic
Parking

March 24, 1954

Oregon State Highway Commission

Gentlemen:

At the present time there is a construction project under way extending the one-way couplet for the Pacific Highway West on Third and Fourth Streets in Corvallis northerly from Harrison Street to a point north of the city limits and on to a new junction with the Pacific Highway West. When this construction project is completed, certain changes in existing traffic control will be desirable.

When US99W traffic is routed on the new alignment, Harrison Street will revert to city street status and it is the plan of the City of Corvallis to change from the existing one-way traffic westbound to two-way traffic. This street will become one of the main east-west arterials in the city of Corvallis. It is believed desirable to install a traffic signal at the intersection of Fourth and Harrison Streets at an estimated cost of $3,200.

At the present time, there is a flashing beacon at the intersection of Ninth and Van Buren Streets on the present alignment of US99W. Changes in the traffic pattern, occasioned by the rerouting of US99W, will result in the need for less control at the intersection of Ninth and Van Buren Streets and for more traffic control at the intersection of Ninth and Harrison Streets. It is recommended that the flashing beacon which at the present time is at the intersection of Ninth and Van Buren Streets be moved to Ninth and Harrison Streets. This work is estimated to cost $300.

It is recommended that the above installation be made, provided that the City will agree to pay half the cost and to maintain and operate the signal after installation. It also appears that it is desirable to have certain parking restrictions and to have the agreement with the City specify the passage of the necessary ordinances to implement the following parking restrictions:

1. On the south side of Harrison Street from Fourth Street westerly to the alley. (This is to accommodate an anticipated heavy right turn from Harrison to Fourth Street.)

2. On the east side of Fourth Street (US99W southbound) from Van Buren Street to a point 300 feet north of Polk Street. (Curb-to-curb width in this section is only 32 feet and the area is needed for moving traffic.)

3. On the west side of Fourth Street (US99W southbound) from Van Buren Street to Harrison Street. (This is desirable by reason of the limited curb-to-curb width plus need for providing an additional lane for the right turning movement from Harrison Street to Fourth Street.)

This matter will be on the agenda for the next meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. F. B. Crandall
Mr. C. H. Maison

VJ:mm RHB:hi

TRAFFIC ENGINEER

ASSIGNMENT

Date: March 9, 1954 No. 4923 By WCW

Description: Letter of February 23 by F. B. Crandall and three prints; re realignment, US99W, Corvallis

Acknowledged by_____ Referred to Crandall

__ Investigate and report with recommendation
x Such action as necessary and report
__ Comment or recommendation
__ Return with rough draft of reply
__ Prepare reply for signature of Mr.________
__ Contact correspondent and report

Remarks: **Take up with Goodnight. If ok with City prepare letter to Commission.**
WCW

PLEASE RETURN TO
W. C. WILLIAMS

Executed 3 11 54 Report Received__________

IGHWAY DEPARTMENT
NT CORRESPONDENCE

, Oregon
y 23, 1954

NOTED
W. C. WILLIAMS

BJECT: Realignment
US99W - Corvallis

PLEASE RETURN TO
W. C. WILLIAMS

t is proceeding which will extend the
ets in Corvallis north to a point beyond
from this point to the existing alignment
th city limits of Corvallis. Some dis-
ght, City Engineer, looking to need for
n the light of this realignment.

son Street between Ninth and Fourth and
the north city limits, which are currently
street status upon completion of the
ctions of Harrison and Van Buren are
the city's plan to allow these to revert
nt is put in operation. The city also
Sixth Streets and desires to sign this

With the change in traffic routing and reversion to two-way flow on Harrison Street, this will become one of the major east-west city street arterials, and Mr. Goodnight would like our thoughts on moving the existing flashing beacon from intersection of Ninth and Van Buren to a new location at Ninth and Harrison Streets. There is also the question of "swapping" "STOP" signs at Ninth and Harrison whereby Harrison would be made the preference street rather than Ninth. It appears that with the realignment of 99W, Ninth Street will tend to become the minor at its intersection with Harrison, and it appears that stop indication should be reversed.

With the realignment of US99W, westbound traffic on Harrison will find it necessary to cross 99W at Fourth. It appears that traffic volumes at this intersection will be such as to warrant signal installation.

Mr. Goodnight has suggested that directional overhead lane signs on Fourth Street between Van Buren and Jefferson Streets be installed in an attempt to preclude turn movements from the wrong lane as is now prevalent. Fourth Street in this section provides for three moving lanes, and it is the thought to use the overhead illuminated box type of sign mounted on spanwire. Such installation would involve some twelve of these signs at an approximate cost of $1,400.

RECEIVED
MAR 10 1954
TRAFFIC ENGINEER

FORM E-30 25M 9-51 82815

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 23, 1954

NOTED
W. C. WILLIAMS

SUBJECT: Realignment
US99W - Corvallis

To: W. C. Williams
Deputy State Highway Engineer
Office

PLEASE RETURN TO
W. C. WILLIAMS

At the present time, construction project is proceeding which will extend the one-way couplet on Third and Fourth Streets in Corvallis north to a point beyond the city limits and also to a connection from this point to the existing alignment of US99W some two miles north of the north city limits of Corvallis. Some discussion has been had with Mr. Vic Goodnight, City Engineer, looking to need for adjustment of traffic control features in the light of this realignment.

That section of Van Buren and also Harrison Street between Ninth and Fourth and that portion of Ninth from Van Buren to the north city limits, which are currently the route of US99W, will revert to city street status upon completion of the current project. The afore-mentioned sections of Harrison and Van Buren are presently one-way streets, whereas it is the city's plan to allow these to revert to two-way flow when the new 99W alignment is put in operation. The city also plans to pave Polk Street from Second to Sixth Streets and desires to sign this for US20 traffic.

With the change in traffic routing and reversion to two-way flow on Harrison Street, this will become one of the major east-west city street arterials, and Mr. Goodnight would like our thoughts on moving the existing flashing beacon from intersection of Ninth and Van Buren to a new location at Ninth and Harrison Streets. There is also the question of "swapping" "STOP" signs at Ninth and Harrison whereby Harrison would be made the preference street rather than Ninth. It appears that with the realignment of 99W, Ninth Street will tend to become the minor at its intersection with Harrison, and it appears that stop indication should be reversed.

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RECEIVED
MAR 10 1954
TRAFFIC ENGINEER

Summarizing my thoughts in these several matters, I would recommend the following action contingent upon the new alignment of US99W being put into operation:

1. That the existing flashing beacon located at Ninth and Van Buren be removed and re-installed at the intersection of Ninth and Harrison, ~~with the intersections involved reverting to city street status with the new routing of US99W~~. Some question arises as to the financial responsibility of making this move as between City and State. Since this change is an indirect result of our realigning of US99W and the fact that the cost is not too great ($300 + or -), I would suggest that this work be done wholly at State expense. In making this change, what with Harrison becoming the major street trafficwise, it is recommended that it be given the right of way by making flashing amber indication to Harrison Street traffic with flashing red, or stop before proceeding, to Ninth.

2. It is recommended that traffic signal be installed at intersection of Fourth and Harrison Streets, with such to be interconnected to the existing signal system. The estimated cost of this installation is $3,200. In accord with policy, cost of installation should be shared equally by the City and the State, with the City committed to maintain. At this intersection, it is also recommended that pavement markings and no parking restrictions be made effective as per sketch attached.

3. Negative recommendation is made to suggestion of routing US20 traffic over Polk Street. With Corvallis-Eastside Highway crossing Willamette River on Van Buren Street, it would be well to maintain our highway junctions on Van Buren and Third and Fourth Streets--very little would be gained by the Polk Street crossover.

4. With regard mounting of overhead lane indication signs along Fourth Street, I seriously question the warrant for expenditure of $1,400 for the illuminated sign and in lieu of such treatment I would recommend the installation of non-illuminated board type signs where spanwires are available for such mounting.

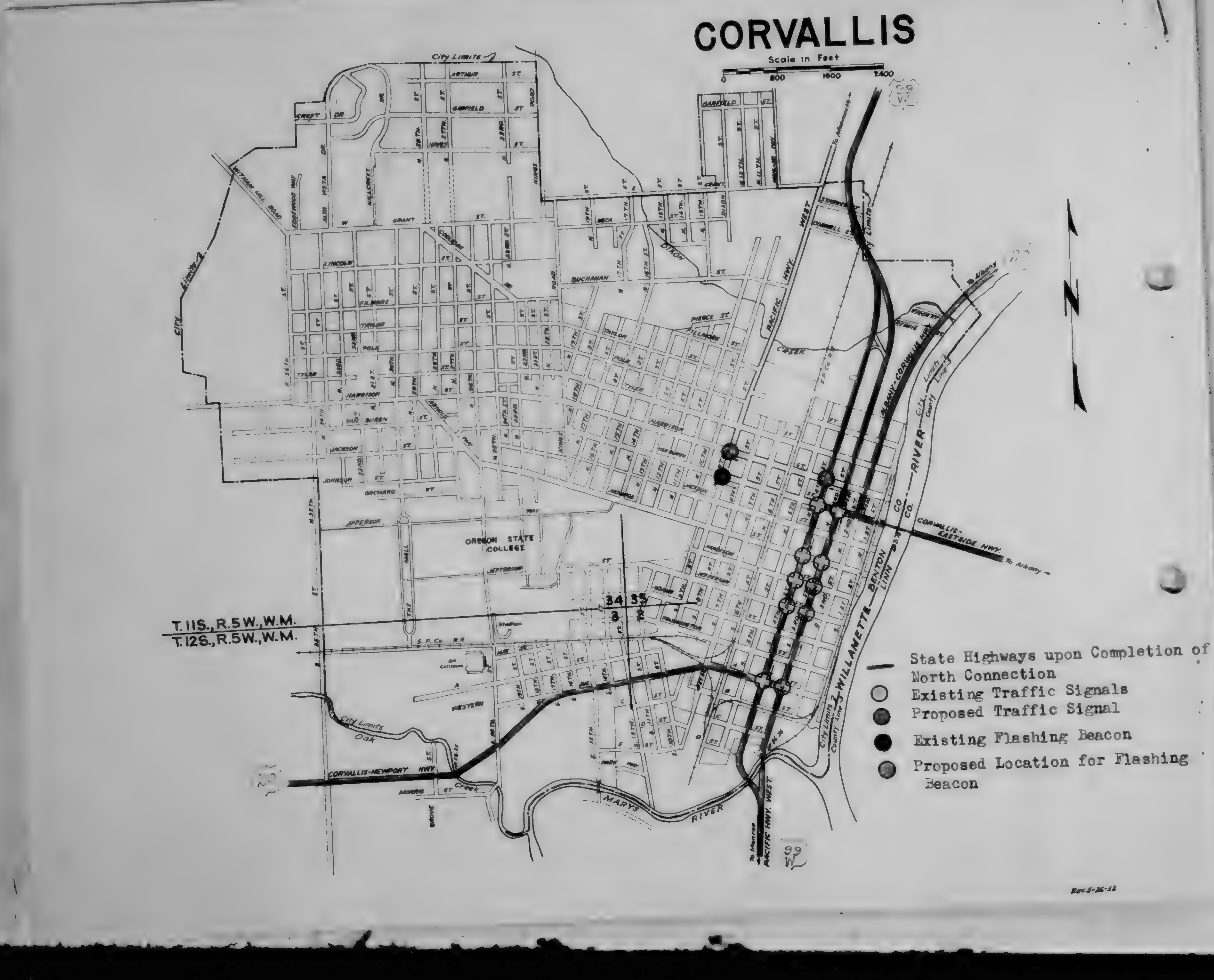
There may be other minor adjustments that will be necessary at the time realigned US99W is put into operation; however, these can be taken care of as need arises.

FBCrandall
F. B. Crandall
Traffic Engineer

FBC:as

Attachment

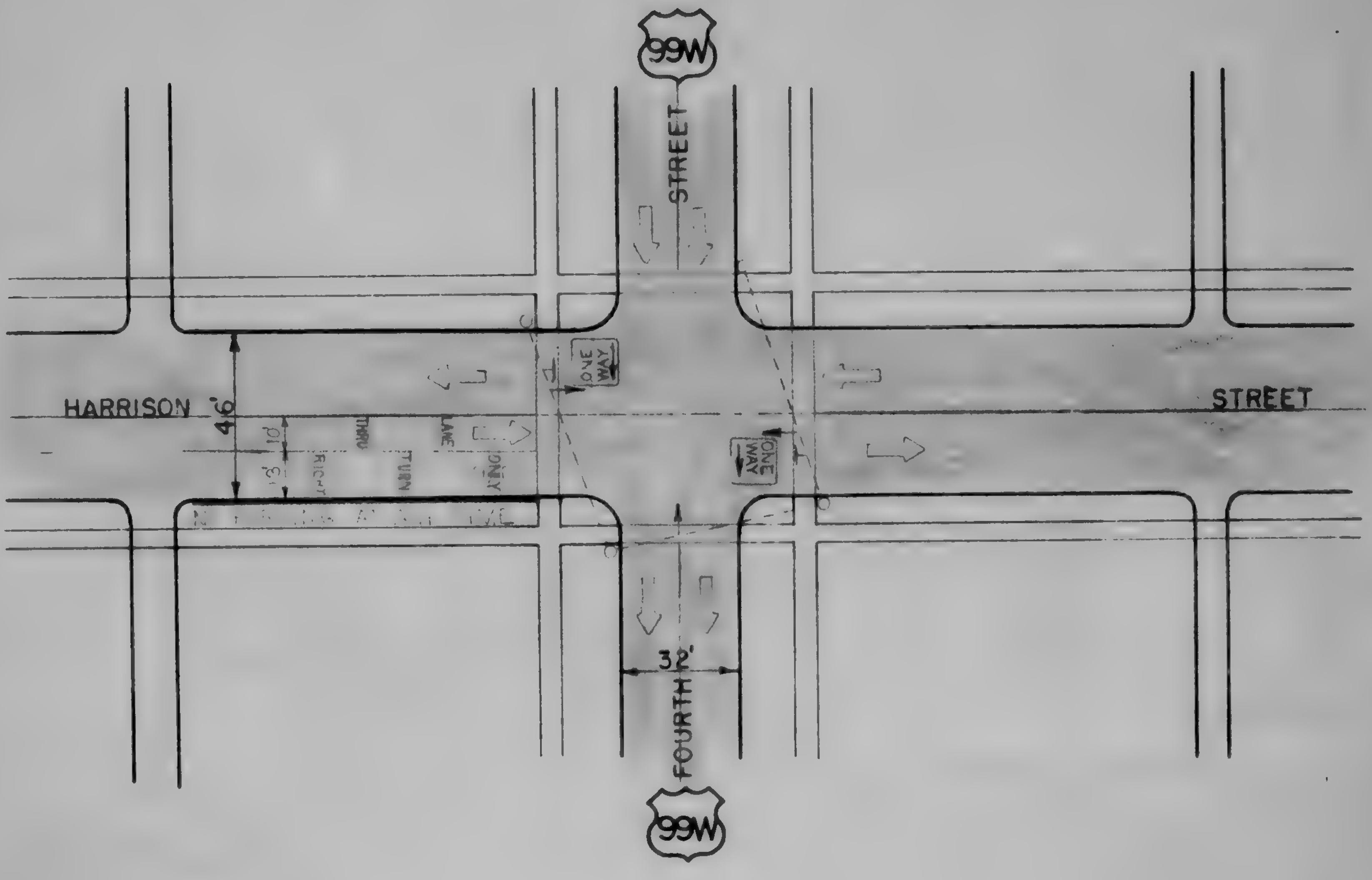
RECEIVED
1954


CORVALLIS
Scale in Feet
0
800
1600
2400
99 W
20
99 W
City Limits
County Line
T. 11S., R. 5W., W.M.
T. 12S., R. 5W., W.M.
34 35
3 2
OREGON STATE COLLEGE
THE MALL
Stadium
Old Coliseum
CORVALLIS-NEWPORT HWY
CORVALLIS-EASTSIDE HWY
ALBANY-CORVALLIS HWY
PACIFIC HWY. WEST
To Monroe
To Albany
To Monmouth
S.P. Co. R.R.
WILLAMETTE RIVER
MARYS RIVER
Oak Creek
BENTON CO.
LINN CO.
WITHAM HILL ROAD
KINGS ROAD
GRANT ST.
BUCHANAN ST.
DIXON
State Highways upon Completion of North Connection
○ Existing Traffic Signals
● Proposed Traffic Signal
● Existing Flashing Beacon
● Proposed Location for Flashing Beacon
Rev. 5-26-52

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

PROPOSED PAVEMENT MARKING
FOURTH & HARRISON STS.(US99W)
CORVALLIS

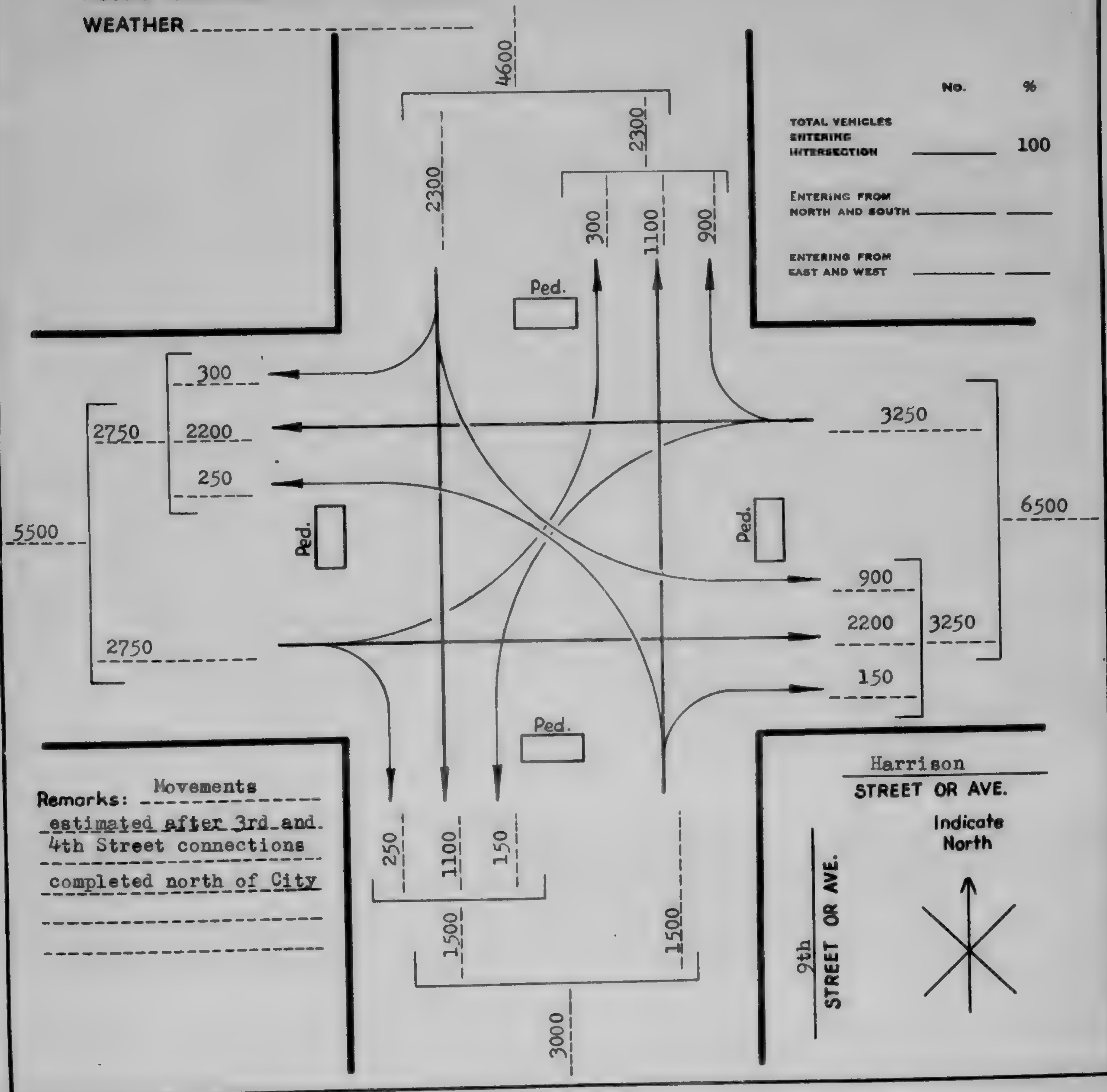
SCALE 1" = 50' JANUARY 1954



OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE 1953 ADT
DAY OF WEEK
ACTUAL COUNT (VEH.) HRS.
HOURS COUNTED
PEDESTRIAN COUNT HRS.
HOURS COUNTED
WEATHER

CITY OF Corvallis
INTERSECTION OF 9th & Harrison Sts.
STATION NO
CODE NO
CLASSIFICATION All Vehicles



	NO.	%
TOTAL VEHICLES ENTERING INTERSECTION		100
ENTERING FROM NORTH AND SOUTH		
ENTERING FROM EAST AND WEST		

Remarks: Movements estimated after 3rd and 4th Street connections completed north of City

Harrison STREET OR AVE.

9th STREET OR AVE.

Indicate North

6-1054 Hauser-Coos Bay Shoulder Oiling 1954
Project-Oreg. Coast Hwy.
[illegible]57

6-1054 Hauser-Coos Bay Shoulder Oiling 1954
Project-Oreg. Coast Hwy.
4-57

Mr Baldock

May 9th, 1955

6-1054

Hauser-Coos Bay Section
Contract #4257

FINAL COST ANALYSIS
Shoulder Oiling
Baker Paving Co., Contractor
Fred Klaboe, Resident Engineer

Oregon Coast Highway
Prefix 6-1054-201(41)

Item	Unit	Quantity	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Preparation of Base	Mile	4.4	$160.17	$200.00	$ 704.75	$ 880.00
Aggregate in Shoulder Oiling	Cu. Yd.	1,055.5	5.35	4.06	5,650.71	4,285.33
150-200 in Shoulder Oiling	Ton	66.98	40.26	45.00	2,697.14	3,014.10
RS-1 Asphalt in Shoulder Oiling	"	19.86	40.40	45.00	802.44	893.70
					$ 9,855.04	$ 9,073.13

Total Cost	$9,855.04
Gross Revenue	9,073.13
Net Loss	$ 781.91

Net Loss Equals 8.6% of Gross Revenue

NOTED
State Highway Engineer

Detail of Cost

Labor:

Labor	$1,291.15	
Labor Insurance	153.65	$1,444.80

Materials:

Aggregate	1,055.5	Cu. Yd.	at	$3.85	$4,063.67	
150-200 Asphalt	66.98	Ton	"	22.50	1,507.05	
Freight	66.98	"	"	9.50	636.10	
RS-1 Asphalt	19.86	"	"	25.20	500.47	
Freight	19.86	"	"	9.50	188.67	6,895.96

Equipment Rentals and Miscellaneous Expense:

Equipment Rent (Own)	$ 870.50	
Gas, Oil & Grease	294.15	
Bond	54.43	
P.L. & P.D. Insurance	16.13	
Small Tools	6.87	
Home Office & Misc. Expense	272.20	1,514.28

Total Cost $9,855.04

Remarks:

This was a regular "State Project" located on the Oregon Coast Highway in Coos County. The northerly end of the project is in Hauser approximately 0.5 mile north of the present crossing of North Slough. The southerly end of the project is the north end of the bridge apron on the Coos Bay Bridge. The net length of the shoulder oiling is 4.39 miles.

The work performed consisted of the construction of 4.39 miles of oil mat wearing surface, Type 0-11 modified, on highway shoulders and the performance of such additional and incidental work as called for in the plans and specifications.

The contract was bid and awarded to the Baker Paving Co. of Coos Bay, Oregon on August 10th, 1954.

The contractor began work on the project on August 30th, 1954. He completed the project on September 30th, 1954.

The equipment used on the project consisted of two 5 cu. yd. trucks, a front end loader, a 1,300-gallon distributor, a #12 power grader and a 10-ton 3-leg roller.

The contractor began preparing the shoulders on August 30th, 1954, and completed this phase of work on September 7th, 1954, at which time he began hauling aggregate and preparing the shoulders for the asphalt. The asphalt was placed on September 14th, 1954. Rain stopped work on the project until September 21st, 1954, when the contractor again placed asphalt on the shoulders. This work was completed on September 23rd, 1954, and the project was completed on September 30th, 1954.

Although the project was well supervised and fair progress was made, the project shows a loss due to the cost to the contractor for the aggregate used in the shoulder oiling.

Oscar Cutler
Chief Cost Analyst

By . . F. W. Sugnet

RECEIVED
DEC 2 - 1954
FOR FILING

P
Y
6-1054
4257

COPY

December 1, 1954

White, Sutherland and Par[illegible]
Attorneys and Counselors at Law
1100 Jackson Tower
Portland 5, Oregon

ATTENTION: Richard J. Brownstein

Dear Mr. Brownstein:

This is in reply to your letter of November 30th concerning the claim of Mr. Howard [illegible] Williams against Baker Paving Co.

Our contract No. 3960 for paving Michigan Ave. in the town of Empire was awarded to Porter W. Yett, [illegible]500 N. E. Ainsworth St., Portland 13, Oregon on June [illegible]5, 1953, was completed September 2[illegible]th and was accepted by the Highway Commission on October 29, 1953. We have no record of Baker Paving Co. acting as a subcontractor on this job.

Baker Paving Co. has been awarded contract No. 3[illegible] for re-oiling in Josephine, Lane and Douglas Counties. This project was awarded April [illegible], completed September [illegible], and accepted by the Highway Commission on September [illegible]4, 1953. Also, they were awarded contract No. 4257 for shoulder oiling on the Hauser-Coos Bay Section on the Oregon Coast Highway in Coos County. However, this contract was awarded on August 10, 1954 and completed September 30th, which appears to be a year later than the date in which you are interested.

Although we have no record of Baker Paving Co. as a subcontractor on contract No. 3960, it is possible that they may have hauled asphalt for Mr. Yett without being listed as subcontractor. We regret that we cannot identify the claim that you mention.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

C
O
P
Y

WHITE SUTHERLAND AND PARKS
Attorneys and Counselors At Law
1100 Jackson Tower
Portland 5, Oregon

November 30, 1954

OREGON STATE HIGHWAY DEPARTMENT
SALEM, OREGON

Attention: Mr. Cattrell

Dear Sir:

We Have been informed by R. H. Erickson, City Engineer of the city of Empire, Oregon, that James L. Baker, doing business as the Baker Paving Company, performed certain tasks in connection with the contract performed for the city of Empire by Mr. Porter W. Yett during the months June through September, 1953.

This firm represents Howard R. Williams, Inc., a motor carrier. During the period last mentioned our client moved road oil and liquid asphalt for the Baker Paving Company to the city of Coos Bay and Empire, for which hauls our client has not yet been paid. Thus, we are interested in your informing us as to whether any of the products mentioned were used in connection with a highway contract between the state or any sub-division thereof and Porter W. Yett which might be secured by an undertaking furnished by Porter W. Yett.

Your cooperation is very much appreciated.

Very truly yours,

WHITE, SUTHERLAND AND PARKS

6-1054

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 10, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4257	3-Final	Baker Paving Company	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
23043	R-108216	$ 500.00	11/10/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

Specified Completion Date: Sep. 15, 1954

Time Extensions: to Sep. 30, 1954 without penalty

Completion Date: Sep. 30, 1954

Date Accepted: Oct. 28, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-10-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

Floyd Query
~~H. B. Glaisyer~~
Ass't Secretary

11-12-54

Warrant Mailed: NOV 12 1954
Ruth Rawlings

RECEIVED
NOV 3 1954
FOR FILING

[illegible]

[illegible]

November 1, 1954

U. S. Fidelity & Guaranty Co.
George C. Bottoms, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Dear Sir:

State Highway Contract No. 4257 for shoulder oiling on the Hauser-Coos Bay Section of the Oregon Coast Highway in Coos County was completed by the contractor, Baker Paving Company, on September 30 and was formally accepted by the Highway Commission on October 28, 1954.

Final payment in the amount of $500.00 will be released to the contractor on or after November 11, 1954. The total contract amount is $9,073.13, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

POSTED ON CARD

11-1-54 [illegible]

RECEIVED
OCT 26 1954
FOR FILING

6-12-54
4257

October 25, 1954

White, Sutherland and Parks
Attorneys and Counselors at Law
1100 Jackson Tower
Portland 5, Oregon

Attention: Mr. Richard J. Brownstein

Gentlemen:

By separate mail we are forwarding a certified copy of contract and bond No. 4257 awarded to Baker Paving Company August 10, 1954, for shoulder oiling on the Hauser-Coos Bay Section of the Oregon Coast Highway in Coos County. This contract was completed September 30, 1954, but has not yet been accepted by the Commission.

Your affidavit of claim mentions the delivery of asphalt products in June and September, 1953, in and around the county of Coos. The only contract we have with Baker Paving Company in operation during 1953 was Contract No. 3912 for re-oiling on four state highways in Josephine, Lane and Douglas counties, so it appears that these products may not have been used on a state highway contract. It is possible, however, that Baker Paving Company may have operated as a subcontractor, but our records do not disclose such operation.

Contract No. 3912 was completed September 8 and accepted by the Commission on September 24, 1953.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mdm

THOMAS J. WHITE
WILLIAM F. WHITE
NORMAN E. SUTHERLAND
ALEX L. PARKS
RICHARD J. BROWNSTEIN
GORDON W. SMITH

WHITE, SUTHERLAND AND PARKS
ATTORNEYS AND COUNSELORS AT LAW
1100 JACKSON TOWER
PORTLAND 5, OREGON
BROADWAY 0537

October 22, 1954

Chairman, State Highway Commission
Salem, Oregon

Dear Sir:

In accordance with ORS 279.512, we hereby request, on behalf of Howard R. Williams, Inc., a certified copy of the contract, or contracts, and bond, or bonds, between the State of Oregon and Baker Paving Company, providing for paving at or near Coos Bay, Empire, three miles North of Coquille, and North Bend, Oregon. We are attaching hereto our affidavit showing the relation of our client to said contract.

Very truly yours,

WHITE, SUTHERLAND AND PARKS

By Richard J. Brownstein

RJB:md
Encl.

REFERRED TO
BY SECRETARY

STATE OF OREGON)
County of Multnomah) ss.

I, RICHARD J. BROWNSTEIN, being first duly sworn, depose and say:

That I am one of the attorneys for HOWARD R. WILLIAMS, INC., an Oregon corporation; that I have information and believe, and therefore state, that said corporation delivered the following described products to Baker Paving Company on the specified dates:

June 22, 1953: 45860 lbs. 151/200 Road Oil
Sept. 17, 1953: 19437 lbs. RC 3 Liquid Asphalt
Sept. 4, 1954: 25800 lbs. RS 1 Liquid Asphalt
Sept. 14, 1954: 46090 lbs. 150/200 Liquid Asphalt
Sept. 15, 1954: 45990 lbs. 150/200 Liquid Asphalt
Sept. 21, 1954: 46730 lbs. 150/200 Liquid Asphalt
Sept. 20, 1954: 46430 lbs. 150/200 Liquid Asphalt
Sept. 23, 1954: 46124 lbs. RS 1 Liquid Asphalt

I have further knowledge and belief and state that said materials were used by said Baker Paving Company in the performance of a contract, or contracts, with the State of Oregon, by and through its agent, the State Highway Commission, in and around the County of Coos, State of Oregon, performed, at least in part, during the month of June, 1953, September, 1953, and September, 1954.

I further state that I am making this affidavit for the purpose of obtaining a copy of the aforementioned contract, or contracts, and the bond, or bonds, securing their faithful performance.

Richard J. Brownstein

Subscribed and sworn to before me this 22nd day of October, 1954.

Norman E. Sutherland,
Notary Public for Oregon
My Commission expires: 10/13/57

RECEIVED
OCT 28 1954
FOR FILING

6-1C54
4257

UNITED STATES FIDELITY AND GUARANTY COMPANY
GEORGE C. BOTTOMS, MANAGER
PORTLAND OFFICE
SUITE 201, PORTLAND TRUST BUILDING
319 S. W. WASHINGTON STREET, PORTLAND 4, OREGON

TELEPHONE: BROADWAY 0464

LOTUS M. CONGER
ASSOCIATE MANAGER

JOSEPH A. BOYCE
SUPERINTENDENT OF CLAIMS

October 21, 1954

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Department
Salem, Oregon

Dear Sir: Re: Baker Paving Company Contract No. 4257

We have your letter of October 15th advising that you will release the semi-final payment to the Baker Paving Co. on contract No. 4257 for shoulder oiling on the Hauser-Coos Bay Section of the Oregon Coast Highway in Coos County. We agree to the release of this semi-final payment in the amount of $4,850.01.

Very truly yours,

L. Lewis
Surety Department

L

RECEIVED

RECEIVED
OCT 15 1954
FOR FILING

October 15, 1954

United States Fidelity & Guaranty Co.
George C. Bottoms, Manager
U. S. Fidelity & Guaranty Co.
201 Portland Trust Bldg.
Portland 4, Oregon

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to Baker Paving Co. on contract No. 4257, for shoulder oiling on the Hauser-Coos Bay Section of the Oregon Coast Highway in Coos County.

This payment, in the amount of $4,850.01, will be released to the contractor on or after October 25, 1954. The retained percentage is $500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

10-15-54

RECEIVED
OCT 8 - 1954
FOR FILING

October 8, 1954

Baker Paving Co.
Box 45
Coos Bay, Oregon

Gentlemen:

The State Highway Commission at its meeting held on September 23 had under discussion your request for an extension of time, from September 15 to September 30, 1954, within which to complete your contract No. 4257 for shoulder oiling on the Hauser-Coos Bay Section of the Oregon Coast Highway in Coos County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

Fred K. Kjaboe,
Resident Engineer

[illegible]. G. Smith,
Construction Engineer

FINAL REPORT

Form E-1—1954

6-1054

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 2, 1954

Section Hauser - Coos Bay

Kind of work Shoulder Oiling

Highway Oregon Coast

Section prefix 6-1054

Contractor Baker Paving Company

Contract number 4257

Date of contract 8-10-, 1954

Date of completion 9-15, 1954

Date work started 8-30, 1954

Estimated date of completion Sept. 30, 1954

Proj. Auth. Excl. of Eng'r. ~~Amount of contract~~ $ 11,269.00

Per cent of time elapsed over 100 %

Estimated cost of completed project, exclusive of engineering $ 9943.13

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 1151.37, 11.7 %

Date project was completed Sept. 30, 1954

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

All the shoulders have been shaped up. All clean up work has been completed.

Final notification has been sent in.

Semi-final estimate has been sent in.

NOTED
S. A. MARTIN

NOTED
FORREST C[illegible]

Signed Fred Klobe

Address North Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	Shoulder oil PAVING
Miles in project					4.40
Miles partially completed					4.40
Miles completed					4.40
Total estimated quantities				Aggregate Oil	1055.5 86.84
Estimated quantities moved or placed to date				Aggregate oil	1055.5 86.84
Average daily quantities					0
Average daily quantities necessary to complete project on time		Overtime now			
Number shifts per day		Job completed.			
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

State Printing

RECEIVED
OCT 4 - 1954
FOR FILING

September 30, 1954

Baker Paving Company
Box 45
Coos Bay
Oregon

Gentlemen:

We enclose herewith a fully executed copy of Contract No. 4257, which was awarded to you August 10, 1954 by the State Highway Commission, covering shoulder oiling on the Hauser-Coos Bay Section of the Oregon Coast Highway in Coos County. This copy is for your files.

A copy of this contract is also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

dc

Secretary

RECEIVED
SEP 22 1954
FOR FILING

[illegible]
[illegible]

September 21, 1954

Request for extension of time
No. 19
September 23 and 24 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from the Baker Paving Company for an extension of time on the Hauser-Coos Bay Shoulder Oiling Project, Contract No. 4257, from September 15 to September 30, 1954.

Unreasonably inclement weather during the month of August seriously delayed the work on this project. The delay was not the fault of the contractor, and I recommend the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith

EAP:js lg

RECEIVED
AUG 1
FOR FILING

6-1154
4257

August 11, 1954

Baker Paving Company
P. O. Box 45
Coos Bay, Oregon

Gentlemen:

The State Highway Commission on August 19, 1954 awarded to you State Highway Contract No. 4257 for the Hauser-Coos Bay Shoulder Oiling Project in Coos County.

This award was based on your bid of $10,069.00 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

eh:

cc S. H. Probert
H. G. Smith
R. G. Savage, SIAC

10-3417 Division No. 3 Headquarters 1954
4258 Grounds Improvement at Roseburg

RECEIVED
DEC 21 1954
FOR FILING

10-3417

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 20, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4258	2-Final	C. S. Whitcomb Co., Inc.	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
26107	R-111259	$ 293.25	12/17/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

Specified Completion Date: Nov. 30, 1954

Time Extensions: None

Completion Date: Oct. 5, 1954

Date Accepted: Oct. 28, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-20-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

H B Glaisyer
H. B. Glaisyer
Secretary

HOLD ON CARD

Warrant Mailed:
Ruth Rawlings

RECEIVED
FOR FILING

STATE UNEMPLOYMENT COMPENSATION COMMISSION
OREGON STATE EMPLOYMENT SERVICE
AFFILIATED WITH
UNITED STATES EMPLOYMENT SERVICE
SALEM, OREGON

10-3417

FORM 22 2M 4-54

4255

December 7, 1954 EN: 43024

Si Cohn, County Clerk
Multnomah County
Portland, Oregon

Re: SUCC vs. C. S. Whitcomb, Inc.
Case No. 222086

and

SUCC vs. C. S. Whitcomb, Inc.
Case No. 217445

Dear Sir:

We recently forwarded a letter to you partially releasing all claim of this Commission against the defendant C. S. Whitcomb, Inc., in connection with Writ of Execution and Writ of Attachment issued by your office and directed to the Sheriff of Marion County.

Please be advised that these claims have been paid in full and we are enclosing herewith appropriate satisfaction of judgment and dismissal of the active litigation case.

Very truly yours,

E. Nordyke
Assistant Attorney General

EN:va
Enclosures

cc - H. B. Glaisyer
C. H. Maisen
Massachusetts Bonding & Ins. Co.

NOTED
FLOYD QUERY

COPY

12-7-54

written card

query - Mrs Lewis.
I talked to Mr. Nordyke over the
telephone at 4:30PM today (12/10) and
he unqualifiedly stated that the
U.C.C. has been paid and no longer
is interested in monies due
us Whitcomb. accordingly
I told Mason to release
the fund at once.
HSS

RECEIVED
DEC
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
…PARTMENT

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

10-2447

Memorandum

Date 12/7/54

To Mr Glaisyer Time 2:37

Mr. C. S. Whitcomb

~~Of~~

Telephone No:

NOTED
H. B. GLAISYER

☐	Telephoned		
☐	Wants you to call	☐	Called to see you
☐	Will call again	☐	Ret'd. your call
		☐	RUSH

Message Left the attached papers for you. Said you knew about this.

By

…yment
… Commis-
…S. Whitcomb,

…of two garnish-
…Unemployment
…ing made on
…03, the second
…aining the

NOTED
H. B. GLAISYER

…ployment Com-
…s made payment
…$43.86, and that
…that amount with
…ill be released.
…f money in our
…ived from the Un-
po…
employment…

…ery truly,

Query
[illegible]

OEMcA:FRC

C. W. ENFIELD
Chief Counsel

By

JOHN L. McADAMS
Assistant Attorney

NOTED
FLOYD QUERY

cc- Mr. H. B. Glaisyer
Mr. C. H. Maison
Massachusetts Bonding & Insurance Co.
State Unemployment Compensation Commission
C. S. Whitcomb Co., Inc.

RECEIVED
DEC 8 - 1954
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

10-347

Dec. 3, 1954

Mr. Denver Young
Marion County Sheriff
County Court House
Salem, Oregon

Dear Sir:

Re: State Unemployment
Compensation Commission v. C. S. Whitcomb,
Inc.

Acknowledgment is hereby made of service of two Garnishments and Attachments in behalf of the State Unemployment Compensation Commission, the first service being made on November 22, 1954, claiming the sum of $114.93, the second service being made on December 1, 1954, and claiming the sum of $609.77.

We have been advised by the State Unemployment Compensation Commission that the defendant has made payment of the entire claim with the exception of $43.86, and that releases will be forwarded for all over that amount with the likelihood that the entire amount will be released. We will therefore hold the entire sum of money in our possession until further advice is received from the Unemployment Compensation Commission.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By

OWEN L. McADAMS
Assistant Attorney

OLMcA:FRC

cc- Mr. H. B. Glaisyer
Mr. C. H. M[illegible]ison
Massachusetts Bonding & Insurance Co.
State Unemployment Compensation Commission
C. S. Whitcomb Co., Inc.

NOTED
H. B. GLAISYER

Query Mr Lewis

NOTED
FLOYD QUERY

RECEIVED
DEC 3 - 1954
FOR FILING.

December 2, 1954

REGISTERED MAIL

Massachusetts Bonding & Insurance Co.
[illegible]. M. Pratt, Manager
Portland Branch Office
Lumbermens Bldg.
Portland 4, Oregon

Dear Sir:

State Highway Contract No. 4258 for ground improvement and irrigation system on Division No. 3 Headquarters in Douglas County was completed by the contractor, C. S. Whitcomb, on October 5, 1954 and was formally accepted by the Highway Commission on October 28, 1954.

Final payment in the amount of $293.25 will be released to the contractor on or after December 13, 1954, providing balance due in connection with Garnishments is paid and this office advised. The total contract amount is $3,710.18 and no force account work was performed on the project.

We are sending you this notice as you appear as the surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
12-2-54

RECEIVED
FOR FILING

STATE UNEMPLOYMENT COMPENSATION COMMISSION
OREGON STATE EMPLOYMENT SERVICE
AFFILIATED WITH
UNITED STATES EMPLOYMENT SERVICE
SALEM, OREGON

10-3417
4258

FORM 22 25M 4-54

Files

DEC 1 1954

EN: 43024

Denver Young, Sheriff
Marion County
Salem, Oregon

Re: SUCC vs. C. S. WHITCOMB, INC.
Case No. 222086
and
SUCC vs. C. S. WHITCOMB, INC.
Case No. 217445

Dear Sir:

Your office recently served a Writ of Attachment in connection with case No. 222086. Since serving the Writ of Attachment in this case the defendant has paid all of the claim, with the exception of a $2.30 interest item and the Sheriff's fee of $2.25. We therefore wish to release from the Writ of Attachment all claim of this Commission as a result of the Writ of Attachment, with the exception of $4.55.

You also were requested and did serve a Writ of Execution and Garnishment in case No. 217445. Please be advised that all of this latter claim has been paid with the exception of $17.54 interest and $24.00 costs, plus the Sheriff's fee in connection with serving the Writ. We wish to release all claim of this Commission as to any funds held by the Highway Department in connection with this latter case, with the exception of the above-noted amounts.

We are attempting to contact the defendant, C. S. Whitcomb, Inc., and anticipate that they will liquidate the balance of this account in the near future and thus conclude both of the above cases.

Very truly yours,

E. Nordyke
Assistant Attorney General

REFERRED TO
BY SECRETARY

NOTED
FLOYD QUERY

EN:va

cc - State Highway Department

RECEIVED
DEC 2 1954
OREGON
STATE HIGHWAY COMMISSION

12-2-54

COPY

RECEIVED
DEC 2 - 1954
FOR FILING

106 [illegible]

10-3417
4 [illegible]

December 1, 1954

C. M. Pratt, Mgr.
Portland Branch Office
Lumbermens Bldg.
Portland 4, Oregon

Dear Sir:

There was served in this office this morning by the Marion County Sheriff a notice of garnishment in favor of the State Unemployment Compensation Commission against C. S. Whitcomb, Inc. The garnishment is in the amount of $609.77 plus interest and costs.

Final payment to C. S. Whitcomb, Inc. on contract No. 4258 for landscape work at the Division No. 3 headquarters in Roseburg is still retained by the State. The amount of the final payment of this job is $293.25.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:cl

cc C. S. Whitcomb Co., Inc.
6038 N. E. Simpson St.
Portland 13, Oregon

Received
12-1-54

file 4

RECEIVED
DEC 2 - 1954
FOR FILING

10-3417

Salem, Oregon
December 1, 1954

Mr. C. W. Enfield

Attached is a notice of garnishment No. 217-445 served in this office by the Marion County Sheriff at 8:45 a.m. today. The garnishment is in favor of the State Unemployment Compensation Commission against C. S. Whitcomb, Inc. in the amount of $609.77, plus interest and costs.

Final payment in the amount of $293.25 has not yet been made to C. S. Whitcomb, Inc. on contract No. 4258.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:cl

enc. 1

cc C. H. Maison

NOTED ON CARD
12-1-54

RECEIVED
NOV 24 1954
FOR FILING

Files

10-3417
4258

November 2, 1954

Massachusetts Bonding & Insurance
Portland Branch Office
Lumbermens Building
Portland 4, Oregon

Attention: Mr. S. N. Pratt, Manager

Gentlemen:

A Notice of Garnishment and a Writ of Attachment was served in this office today by the Marion County Sheriff in which the State Unemployment Compensation Commission is the plaintiff and C. S. Whitcomb, Inc., the defendant. The attachment is in the amount of $114.93.

Our records show that C. S. Whitcomb Company, Inc., was awarded Contract No. 4258 for landscaping work around the Division 3 Headquarters in Roseburg. This project was completed on October 5 and accepted by the Commission October 28, 1954. Final payment in the amount of $293.25 has not yet been paid to the contractor.

We provide this information as your company appears as surety on the performance bond furnished with the contract described above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAC:mdm

cc - Mr. C. W. Enfield

C. S. Whitcomb Co., Inc.
6038 N. E. Simpson Street
Portland 13, Oregon

NOTED ON CARD
11-22-54 S

RECEIVED
NOV 16 1954
FOR FILING

9 - 349
[illegible]

November 16, 1954

Massachusetts Bonding & Insurance Co.
C. M. Pratt, Manager
Portland Branch Office
Lumbermens Bldg.
Portland 4, Oregon

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to C. J. Whitcomb Co., Inc. on contract No. 4256, covering Ground Improvement-Irrigation System work at Division No. 3 Headquarters in Douglas County. This payment, in the amount of $221.25 will be released to the contractor on or after November 19, 1954. The retained percentage is $278.75.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

NOTED ON CARD
11-16-54
rn

RECEIVED
OCT 25 1954
FOR FILING

[illegible]
[illegible]

October 22, 1954

Massachusetts Bonding & Insurance Co.
C. M. Pratt, Manager
Portland Branch Office
Lumbermens Bldg.
Portland 4, Oregon

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to C. S. Whitcomb Co., Inc. on contract No. 4258, covering ground improvement-irrigation system at Division No. 3 Headquarters in Douglas County.

This payment, in the amount of $3,195.68, will be released to the contractor on or after November 1, 1954. The retained percentage is $500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc:

NOTED ON CARD
10-22-54 gl

RECEIVED
SEP 7 - 1954
FOR FILING

[illegible]
[illegible]

September 3, 1954

C. S. Whitcomb Co., Inc.
6038 N. E. Simpson St.
Portland 13, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4258, which was awarded to you on August 10 by the State Highway Commission, for ground improvement-irrigation system at Division No. 3 Headquarters in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
FOR FILING

11-[illegible]
4[illegible]

August [illegible], 1954

C. S. [illegible]itcomb Company, Inc.
6038 N. E. Simpson Street
Portland 13, Oregon

Gentlemen:

The State Highway Commission on August 10, 1954 awarded to you State Highway Contract No. 4[illegible]58 for the Division No. 3 Headquarters Grounds Improvement at Roseburg in Douglas County.

This award was based on your bid of $3,716.65 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

oh

cc S. H. [illegible]robert
H. G. Smith
R. G. Savage, SIAC
Astrup

10-1605 Myrtle Creek Bridge Approach 1954
Widening on the Pacific Hwy.
4259

RECEIVED
APR 27 1955
FOR FILING

10 1605
4259

April 26, 1955

Hansen & Rowland, Inc.
Tacoma, Washington

Attention: Mr. Leonard E. Frank, Manager
Surety Bond Department

Gentlemen:

We have your letter of April 21 concerning the retained percentage on two jobs awarded to Ausland & Dodson.

The Galice Creek Bridge is a Josephine County job and was handled by the County. We do not have any record of the retained percentage on this project as of January 1, 1955.

The Myrtle Creek Bridge, Contract No. 4259, was completed on December 31, 1954 and our records show that there was retained as of that date the sum of $812.03, which is very near the amount of $825.00 shown in your letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

HANSEN & ROWLAND INC.
GENERAL AGENTS
SURETY BONDS - GENERAL INSURANCE
TACOMA, WASHINGTON

TACOMA
SEATTLE
PORTLAND
SAN FRANCISCO
LOS ANGELES

April 21, 1955

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.

REFERRED TO
SECRETARY

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Ausland Construction Company - Grants Pass, Oregon
Verification of Financial Statement

Dear Sir:

The above captioned concern has filed their financial statement with us to support a line of surety credit which financial statement we are attempting to verify. The statement is signed by W. M. Ausland and the following statement is included in the financial statement form and agreed to by the signatory thereto: "The undersigned hereby authorizes and requests any or all depositories or banks in which any funds of the undersigned may be deposited or from which moneys may be borrowed to advise the Seaboard Surety Company whenever requested by it the amount of such deposit and/or loans; and any depository bank, material man, supplier, or other person, firm or corporation is hereby authorized to furnish the information requested by Seaboard Surety Company concerning any transaction with the undersigned."

In view of our holding such signed authorization would you be good enough to verify the retainage on the two projects listed below as at January 1, 1955:

	Galice Creek Bridge -(Josephine County job)	$1,054.50
4259	Myrtle Creek Bridge	825.00

Thanking you for your help, we are

Very truly yours

HANSEN & ROWLAND, Inc.
General Agents.

Leonard Frank

Leonard E. Frank, Mgr.
Surety Bond Department.

sf

RECEIVED
APR 25 1955
[illegible]
STATE HIGHWAY COMMISSION

F

RECEIVED
FEB 24 1955
FOR FILING

10-1605
4259

OREGON STATE HIGHWAY DEPARTMENT
(date)
February 18, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4259	5-Final	Ausland & Dodson	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
2967	R-116007	$ 812.03	2/18/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION.
Ruth Rawlings

Specified Completion Date: **Dec. 31, 1954**

Time Extensions: **None**

Completion Date: **Dec. 31, 1954**

Date Accepted: **Jan. 18, 1955**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Not mailed until Monday 21st as the 19th was on Sat.
R.R.

Date: **2-18-55**

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD
31

Warrant Mailed: Ruth Rawlings

RECEIVED
FEB 10 1955
FOR FILING

10-1605
4259

February 9, 1955

REGISTERED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

State Highway Contract No. 4259 for widening north approach to Myrtle Creek Bridge on the Pacific Highway in Douglas County was completed by the contractor, Ausland & Dodson, on December 31, 1954 and was formally accepted by the Highway Commission on January 18, 1955.

Final payment in the amount of $812.03 will be released to the contractor on or after February 19, 1955. The total contract amount is $10,582.91 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
OCT 4 - 1954
FOR FILING

[illegible]

[illegible]

September 30, 1954

Ausland & Dodson, Contractors
1116 Airport Drive
Grants Pass
Oregon

Gentlemen:

We enclose herewith a fully executed copy of Contract No. 4259, which was awarded to you August 10, 1954 by the State Highway Commission, covering the widening of North Approach of the Myrtle Creek Bridge on the Pacific Highway in Douglas County. This copy is for your files.

A copy of this contract is also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

RECEIVED
FOR FILING

11-1185
4259

August 11, 1954

Mr. Archie R. Averill
6739 N. Fiske
Portland 3, Oregon

Dear Mr. Averill:

The State Highway Commission on August 10, 1954 awarded to you State Highway Contract No. 4259 for the Myrtle Creek Bridge Approach Widening on the Pacific Highway in Douglas County.

This award was based on your bid of $10,860.00 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

ehr

cc S. H. Probert
H. G. Smith
R. G. Savage, SIAC

13-3406 Burns Maintenance Building 1954

4260

RECEIVED
[illegible] - 1955
FOR FILING

13-3[illegible]
4[illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 29, 1954

(CONTRACT NO.)
4260

(EST. NO.)
2-Final

(CONTRACTOR)
Mann Construction Co.

(VOUCHER NO.)
26705

(WARRANT NO.)
B-111809

(AMOUNT)
$ 1,057.50

(DATE)
12/29/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

Specified Completion Date: Nov. 30, 1954

Time Extensions: None

Completion Date: Nov. 9, 1954

Date Accepted: Dec. 7, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-29-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

[illegible] CARD

Warrant Mailed: [illegible] 30 1954
Ruth Rawlings

RECEIVED
DEC 17 1954
FOR FILING

13-3406
4[illegible]

December 16, 1954

REGISTERED MAIL

United States Fidelity & Guaranty Co.,
201 Portland Trust Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract No. 4260 for construction of a maintenance building in Burns, Harney County was completed by the contractor, Mann Construction Company, on November 9,1954, and was formally accepted by the Highway Commission on December 7, 1954.

Final payment in the amount of $1,057.50 will be released to the contractor, assigned to the US National Bank of Portland, Madras Branch, on or after December 27, 1954. The total contract amount is $6,000.00, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

NOTED ON CARD

gl

RECEIVED
DEC 10 1954
FOR FILING

13-3406
4[illegible]

December 10, 1954

Mann Construction Co.
P. O. Boc 497
Redmond, Oregon

Attention: Mr. Richard Mann

Gentlemen:

This is in reply to your letter of December 8th concerning the status of final payment on Contract No. 4260 for construction of a maintenance building at Burns.

Our records show that this contract was completed November 9 and accepted by the Highway Commission on December 7, 1954. We are advised by the Bridge Department that the final estimate voucher is being processed now and should be in your hands for signature in about a week.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

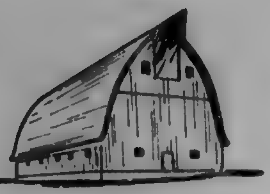
FAQ:mdm 12/9

GENERAL CONTRACTING—TIMBERIB FARM BUILDINGS

Modern Materials Co.
NORTH CITY LIMITS
REDMOND, OREGON

P. O. BOX 577

PHONE 424



December 8, 1954

Attention: Mr. Floyd Querry

Oregon State Highway Dept.
Salem, Oregon

Dear Mr. Querry:

We have not as yet received our final payment on contract no. 4260, for the Burns Maintenance Building.

As we have had this completed well over a month ago, we thought we should at least have received the final estimate by now.

We would appreciate it very much if you would check into this, and advise us of the delay.

Respectfully yours,
Richard Mann
Mann Construction Co.

Richard Mann

RM/am
enc.

Comp 11-9
Accepted 12-9

RECEIVED
OCT 11 1954
FOR FILING

October 8, 1954

The United States Fidelity and Guaranty Company
Suite 201, Portland Trust Building
Portland 4, Oregon

Attention: Karl H. Doerre, Attorney in Fact

Gentlemen:

This acknowledges your letter of October 5 consenting to the assignment of funds earned by Mann Construction Company in connection with State Highway Contract No. 4260 for construction of a maintenance building at Burns, Harney County, Oregon.

In today's mail we received an executed Assignment from Mann Construction Company whereby they assigned to the United States National Bank of Portland, Madras Branch, all monies now due or which may hereafter become due them in connection with this job. The Assignment and Surety's Consent appear to meet the requirements so we are honoring it, and payment to the contractor will be made in conformity therewith.

Also received in today's mail was an executed Assignment from Mann Construction Company to the United States National Bank of Portland, Madras Branch, of monies due the Company in connection with State Highway Contract No. 4263 for construction of a maintenance building at Keno, Klamath County. This Assignment appears to be in proper form, but we cannot honor it until we receive the Surety's consent thereto. It is my understanding that the Highway Commission will receive such consent within the next day or so. When received, the Auditor will be instructed to make future payments in connection with that job in favor of the Bank.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

NOTED ON CARD

REFERRED TO query – mrs Lewis
BY SECRETARY

NOTED
FLOYD QUERY

UNITED STATES FIDELITY AND GUARANTY COMPANY
GEORGE C BOTTOMS, MANAGER
PORTLAND OFFICE
SUITE 201, PORTLAND TRUST BUILDING
319 S. W. WASHINGTON STREET, PORTLAND 4, OREGON

TELEPHONE BROADWAY 0464

LOTUS M. CONSER
ASSOCIATE MANAGER

JOSEPH A. BOYCE
SUPERINTENDENT OF CLAIMS

October 5, 1954

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Floyd Querry

Re: Mann Construction Co.
Our bond 58807-12-1927-54

Gentlemen:

We are surety on the performance bond of Richard E. Mann doing business as Mann Construction Co. for the construction of a 32' x 42' masonry block building at Burns, in Harney County, in the amount of $6,100.00. Our bond was executed on or about August 30, 1954.

It has been called to our attention by Mr. Mann that it is his desire to assign to his bank the first estimate due on this contract, and, in courtesy to our company, you have requested that we be informed of this assignment.

We have no objection to this assignment, but in so stating we wish to go on record that we do not waive any of our rights available to us under the application signed by Mr. Mann or do we waive our rights under the law of suretyship as established in the state of Oregon.

UNITED STATES FIDELITY AND GUARANTY COMPANY

Karl H. Doerre

Karl H. Doerre, Attorney-in-Fact

ACKNOWLEDGED
H. B. GLAISYER

KHD/jf

cc: Mr. Richard E. Mann
217 South Sixth Street
Redmond, Oregon

RECEIVED
OCT 6 1954
OREGON
STATE HIGHWAY COMMISSION

U. S. F. & G.

RECEIVED
OCT 11 1954
FOR FILING

13-3 [illegible]

October 8, 1954

Mr. T. M. Wescott, Assistant Manager
The United States National Bank of
Portland, Oregon, Madras Branch
Madras, Oregon

Dear Mr. Wescott:

This acknowledges your letter of October 7, 1954 with enclosures, being three copies each of Assignments given by Mann Construction Company to The United States National Bank of Portland, Madras Branch, with respect to monies now due or which may hereafter become due Mann Construction Company in connection with State Highway Contracts No. 4260 and 4263 for construction of a maintenance building in Burns, Harney County, and a similar building at Keno in Klamath County.

We have already received a letter from the United States Fidelity and Guaranty Company, Surety on the bonds, furnished by Mann Construction Company in connection with these jobs consenting to the assignment of the funds earned under Contract No. 4260. We have not as yet received the Surety's letter consenting to the assignment of the funds earned in connection with Contract No. 4263.

Our requirements have been met with respect to the assignment of monies owing under Contract No. 4260, and the Auditor is being authorized to have the vouchers and warrants in connection with such contract prepared in favor of the Bank. Similar instructions will be given him with respect to Contract No. 4263 when the Surety's consent to the assignment has been received in this office.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm
cc: C. H. Maison
Floyd Query

NOTED ON CARD

REFERRED TO Query - Mrs Lewis
BY SECRETARY

NOTED
FLOYD QUERY

Mr. Maison:

I hand you herewith two executed copies of each of the Assignments mentioned in the above letter, the original of each I am retaining for inserting in the respective contracts. The Assignment with respect to Contract No. 4260 is complete, and warrants can be made out in payment of the contractor, assigned to the Bank.

I have not yet received the Surety's consent to funds earned under Contract No. 4263 so warrants in connection with that job should not be assigned until further advised by this office.

Mr. Query:

I attach the original of each of the Assignments mentioned above together with a copy of the Surety's letter consenting to the assignment of funds earned under Contract No. 4260. These should be filed in the respective contracts when they have been recorded on Mrs. Lewis' cards.

H. B. Glaisyer

HEAD OFFICE

MADRAS BRANCH

THE UNITED STATES NATIONAL BANK

OF PORTLAND, OREGON

ESTABLISHED 1891

CABLE ADDRESS:
"UNITBANK"

MADRAS, OREGON

October 7, 1954

Oregon State Highway Commission
Salem, Oregon

NOTED
FLOYD QUERY

Attention: Mr. Floyd Query, Assistant Secretary

Gentlemen:

We are enclosing two Assignment of Claims made by Mann Construction Company on highway contract number 4260 and highway contract number 4263 covering the Burns and the Keno maintenance buildings. We would appreciate acknowledgement of the assignments for our files.

Under date of October 5th, a letter was forwarded to you from the United States Fidelity & Guaranty Company covering Contract 4260. They will shortly forward another letter to you covering Contract 4263 acknowledging their willingness for Mann to make the assignment to this bank.

Very truly yours,

T. M. Wescott

T. M. Wescott,
Assistant Manager

TMW:he
enc.

ANSWERED
H. B. GLAISYER

RECEIVED
OCT 8 1954
OREGON
STATE HIGHWAY COMMISSION

[illegible]

RECEIVED
OCT 4 - 1954
FOR FILING

[illegible]

September 30, 1954

Mann Construction Company
217 N. 6th Street
Redmond
Oregon

Gentlemen:

We enclose herewith a fully executed copy of Contract No. 4260, which was awarded to you August 10, 1954 by the State Highway Commission, covering the construction of the Burns Maintenance Building in Harney, County. This copy is for your files.

A copy of this contract is also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

RECEIVED
FOR FILING

13-5106
4260

August 11, 1954

Mann Construction Company
Redmond, Oregon

Gentlemen:

The State Highway Commission on August 10, 1954 awarded to you State Highway Contract No. 4260 for construction of the Burns Maintenance Building in Harney County.

This award was based on your bid of $6,100.00 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

ehr

cc S. H. Probert
H. G. Smith
R. G. Savage, SIAC
G. S. Paxson

8

1

RECEIVED

FOR FILING

FORM E-30 25M 9-51 92318

13-340k

4260

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 7, 1954

SUBJECT: Proposed storage building
at Burns Maintenance
Station

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Dear Sir:

Further reference is made to the proposed storage building to be constructed at Burns MaintenanceStation. I am advised by Mr. Parson that Mr. McComb took levels at the proposed building site and reports that the ground elevation at the building site is 4147.0. The elevation of Date Street is 4147.7. Mr. Parson recommends that the floor elevation for the proposed building be set at 4148.5. The datum used is from a bench mark on the northwest corner of the present maintenance building.

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD:db
cc- G. S. Paxson

RECEIVED
1954

NOTED
W. W. STIFFLER

/

RECEIVED
FOR FILING
FORM E-30 25M 9-51 52316

Maint
Bldgs & Site.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 24, 1954

SUBJECT: Storage Bays at Burns

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Dear Sir:

We have an item in the budget for additional storage bays at Burns. We attempted to purchase additional ground back of our present building from the Union Pacific Railroad Company. They have refused to sell and now Mr. Parson recommends we build on State owned lots across the street inasmuch as our present yard is congested. Mr. Collier concurs in this recommendation. The proposed location is shown on the attached sketch map.

The building proposed by Mr. Parson is to provide storage bays for Sign Crew and Bridge Crew. It should be masonry block 32'x42', the same as at John Day except that only two uplift doors are needed. There would be a gravel floor, a flue and lights but no plumbing. The Sign Crew and Bridge Crew may wish a partition and some storage shelves which we suggest they be permitted to construct themselves.

The cost is estimated at 1344 sq. ft. at \$4.50 - \$6048 plus 12½ per cent = \$6804. There will be some surfacing needed for the area in front of the new building and some fencing that will bring the total to the amount of the budget item, \$8,000.

Mr. Parson is obtaining levels of this site and will advise the ground elevation and prepare floor elevations in a few days.

APPROVED
W W Stiffler
Assistant State Highway Engineer

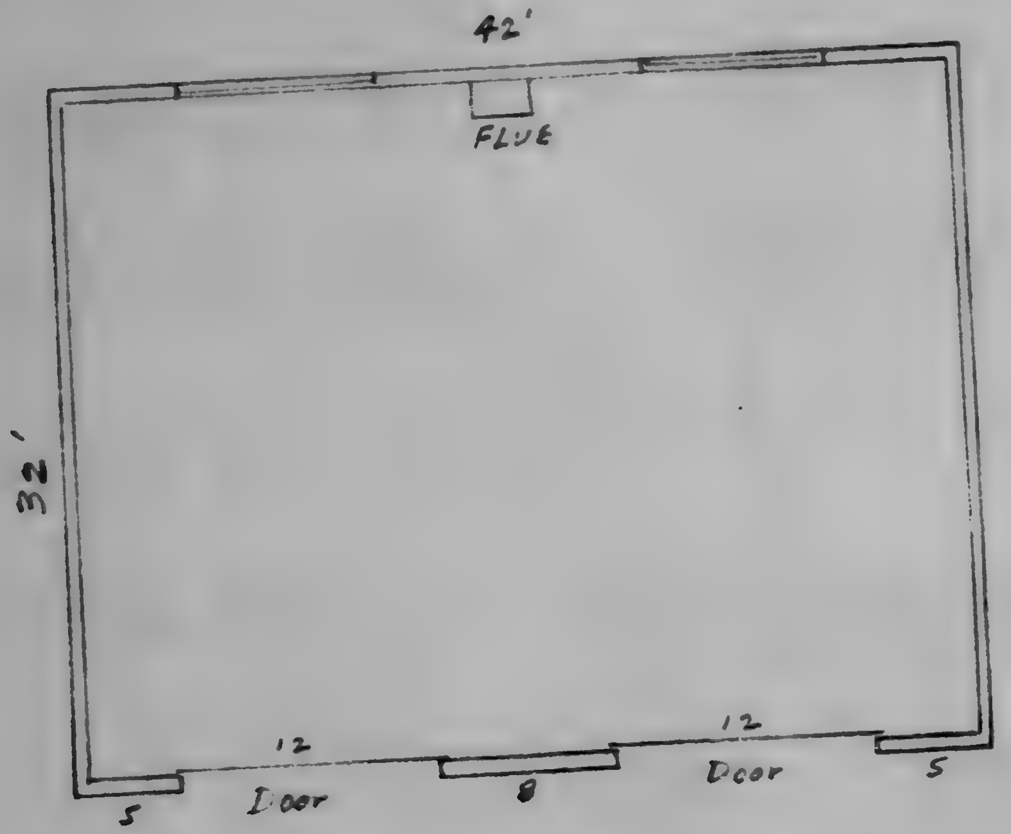
Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD:db
Enclosure
cc- A. F. Parson - Encl.
O. G. McComb - Encl.
J. B. Bangert - Encl.
W. O. Widdows

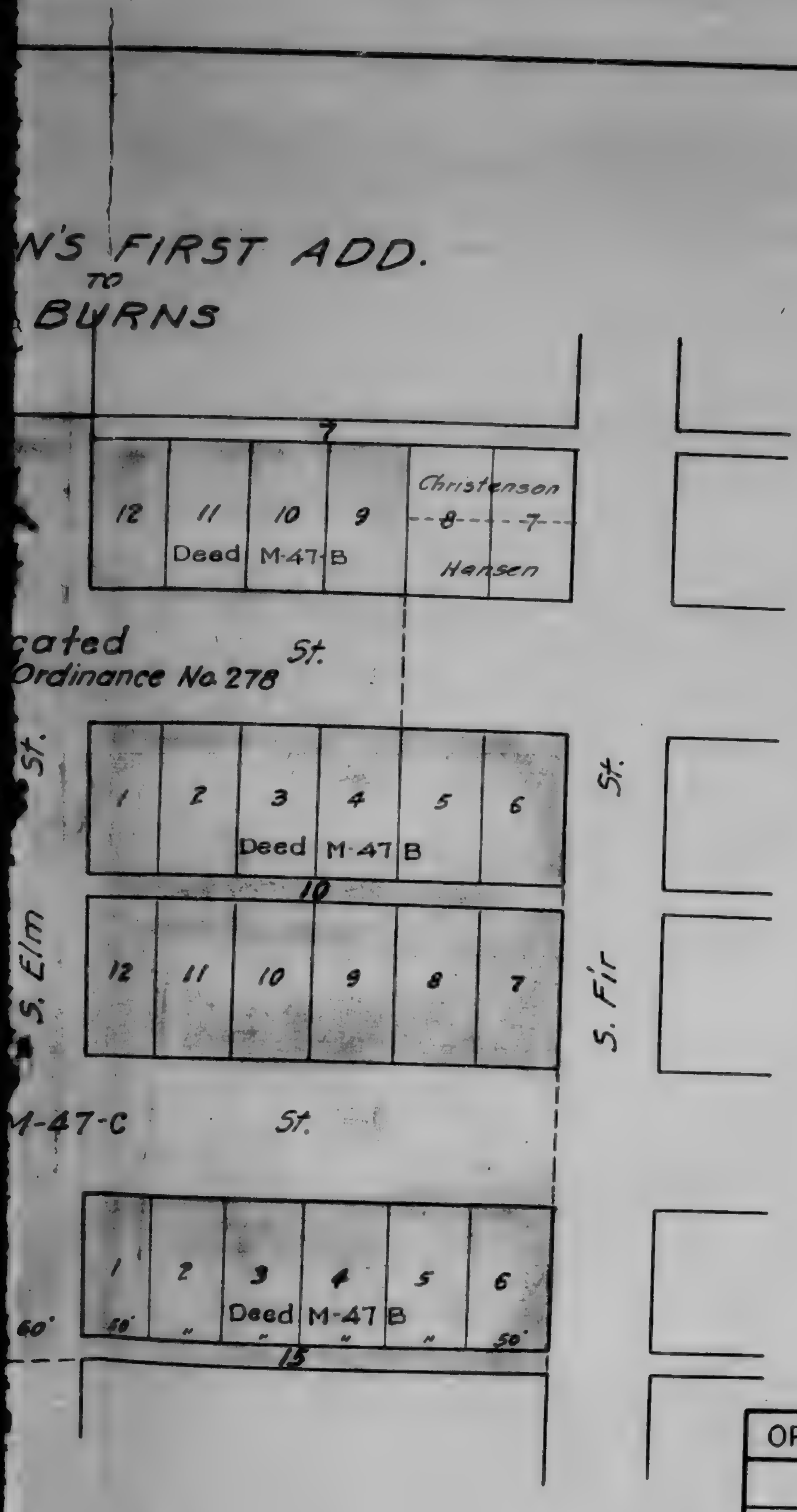
RECEIVED
JUN 24 1954
STATE HIGHWAY ENGINEER

NOTED
W. W. STIFFLER



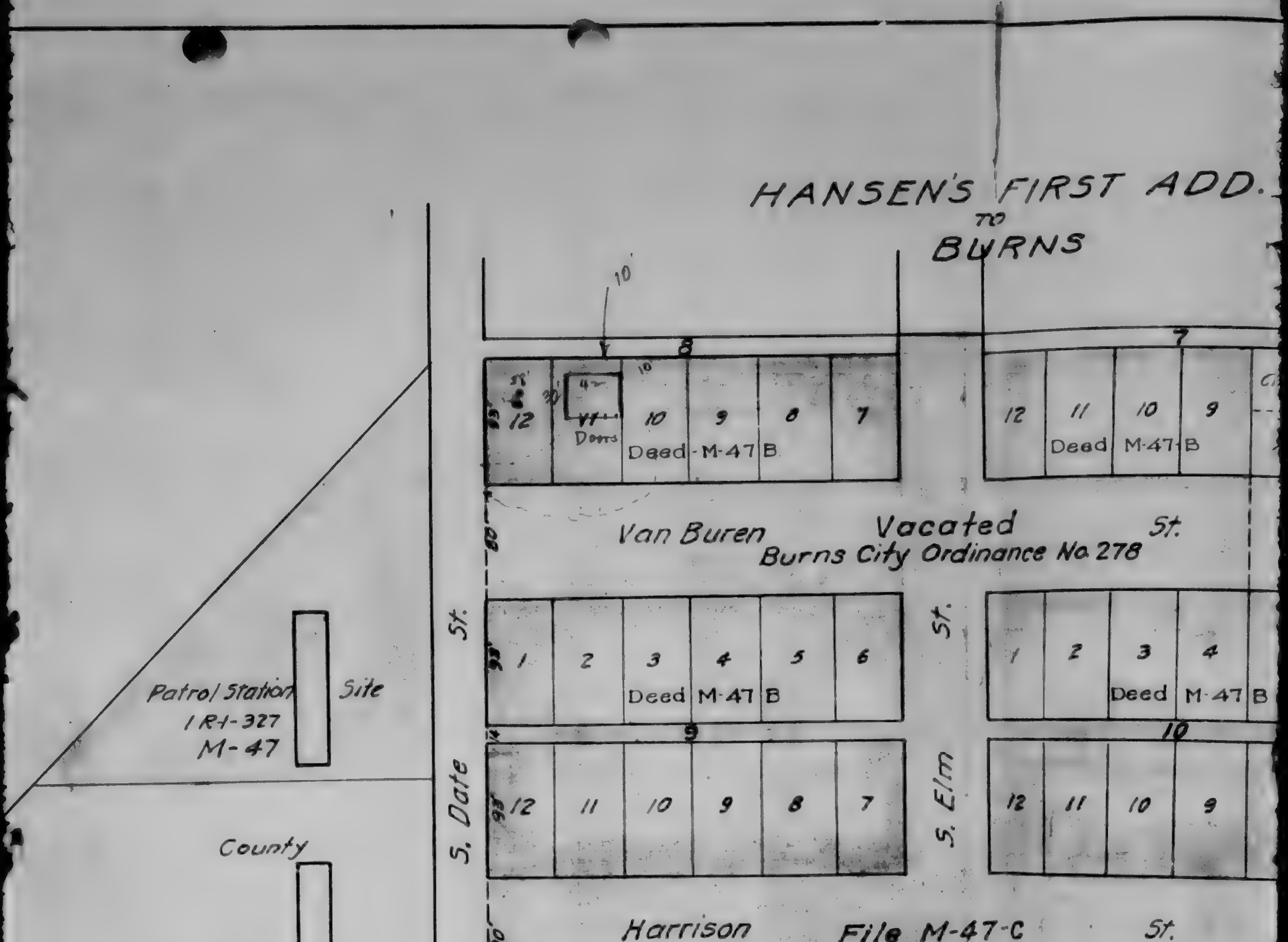
PROPOSED STORAGE BLDG.
BURNS OREGON.

1R-1-367



OREGON STATE HIGHWAY DEPARTMENT	
	Harney County
For	Maintenance Site
Highway	Central Oregon
County	Harney
Scale 1" = 100'	Date June-1938

4B-1-10 (400')


HANSEN'S FIRST ADD.
TO
BURNS
10
8
7
12
11
10
9
8
7
Doors
Deed M-47 B
12
11
10
9
Deed M-47 B
Van Buren
Vacated
St.
Burns City Ordinance No. 278
80
1
2
3
4
5
6
Deed M-47 B
1
2
3
4
Deed M-47 B
9
10
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S. Date
St.
S. Elm
St.
Patrol Station Site
1 R-1-327
M-47
County
Harrison
File M-47-C
St.
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Deed M-47-B
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Deed M-47 B
40'
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60'
50'
16
15

14-1032 West Hood R Connection Grading 1954
and Paving Project on the
4261 Columbia River Highway

RECEIVED
DEC 15 1955
FOR FILING
14-132
4261

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
GENERAL CASUALTY COMPANY OF AMERICA
SAFECO® INSURANCE CO. OF AMERICA
HOME OFFICES—SEATTLE 5, WASHINGTON

H. K. DENT
CHAIRMAN OF THE BOARD
W. L. CAMPBELL
PRESIDENT

PORTLAND SERVICE OFFICE
TEL. CA. 8-8123
LINCOLN BUILDING
PORTLAND 4, OREGON
209 S.W. 4TH AVENUE

December 13, 1955

H. B. Glaisyer, Secretary
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Re: 36-112,971 F. O. Laws

This is in reply to yours of December 6, 1955 directed to our Mr. Burnett in regard to the $392.50 claim of Wamic Lumber Company, for work performed on Contract No. 4261 awarded to Mr. F. O. Laws for grading and paving the West Hood River connection to the Columbia River Highway in Hood River.

We wish to advise that this claim has now been processed and we attach hereto a copy of the release and assignment executed by the Wamic Lumber Company. This copy is for your records.

Very truly yours,

S. S. Maves

S. S. Maves
Claims Department
rr
enc.
cc: Salem Claims Dept.
cc: Home Office, Legal Dept.

[illegible] ON CARD

RECEIVED
DEC 14 1955
OREGON
STATE HIGHWAY COMMISSION

Mrs [illegible]
note on card

NOTED
FLOYD QUERY

RELEASE AND ASSIGNMENT

KNOW ALL MEN BY THESE PRESENTS:

That whereas **F. O. Laws** hereinafter referred to as PRINCIPAL, and General Casualty Company of America, a Washington corporation of Seattle, Washington, hereinafter referred to as SURETY, executed a bond dated **August 10, 1954** in favor of **State of Oregon**, hereinafter referred to as OBLIGEE, conditioned for the payment of persons supplying labor and material in the prosecution of the work provided in the following contract: **For grading and paving the West Hood River connection of the Columbia River Highway in Hood River County, State Highway Contract #4261.**, and,

WHEREAS, certain labor and/or materials, described in the annexed account, were so supplied by the undersigned and have not been paid for by the PRINCIPAL and demand has been made upon the SURETY for payment thereof,

NOW, THEREFORE, the undersigned **WAMIC LUMBER CO.** of **The Dalles, Oregon** in consideration of the sum of **Three hundred ninety two and 50/100 - - - - - - - - - - - -** Dollars (**$392.50**) paid to the undersigned by the SURETY, the receipt of which is hereby acknowledged, by these presents does assign unto the SURETY, its successors and assigns, any and all sums of money now due or to grow due upon the annexed account or otherwise from the PRINCIPAL, and does hereby warrant and affirm that the labor and/or materials, described in the annexed account, were supplied by the undersigned in the prosecution of the work provided for in the contract hereinabove referred to;

And the undersigned does hereby give the SURETY, its successors and assigns, full power and authority for its own use and benefit, but at its own cost, to ask, demand, collect, receive, compound, and release, and in its name or otherwise to prosecute and withdraw any claims, suits or proceedings at law or in equity, therefor;

And for the consideration aforesaid, the undersigned does hereby release and forever discharge the SURETY and OBLIGEE of and from any and all claims and demands of every kind, character and description in law or in equity, which the undersigned has or may hereafter have against SURETY or OBLIGEE by reason of SURETY having become surety on said bond and/or by reason of the failure of the PRINCIPAL to make full payment to the undersigned for all labor and/or materials supplied by the undersigned as aforesaid.

IN WITNESS WHEREOF, the undersigned has caused this instrument to be executed this ______ day of November 8, 1955.

(CORPORATE SEAL)

Wamic Lumber Company

By R. A. Copper

Its owner

CA-417 R1 3-55

CORPORATE ACKNOWLEDGMENT

STATE OF Oregon)
COUNTY OF Wasco) SS
)

On this 8th day of November personally appeared R. A. Capper, 1955, before me to me known to be the owner of Wamic Lumber Co and ______, the corporation executing the above instrument, and acknowledged said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned and on oath stated that the seal affixed is the seal of said corporation and that it was affixed and that he executed said instrument by order of the Board of Directors of said corporation.

IN WITNESS WHEREOF I have hereunto set my hand and affixed my OFFICIAL SEAL the day and year first above written.

Bernice Corrigan
(Notary Public, Residing at The Dalles Ore
(Commission Expires MY C[illegible] UG. 2, 1959)

(SEAL)

INDIVIDUAL ACKNOWLEDGMENT

STATE OF ______)
COUNTY OF ______) SS
)

On this ______ day of ______, 19____, before me personally appeared ______ to be the individual(s) described in and who executed the foregoing instrument and acknowledged that ______ executed the same for the purposes, considerations and uses therein set forth as ______ voluntary act and deed., to me known and known to me

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my OFFICIAL SEAL, the day and year first above written.

______
(Notary Public, Residing at ______
(Commission Expires ______)

(SEAL)

RECEIVED
DEC 13 1955
FOR FILING

14-1032
4261

Lemo

December 12, 1955

General Casualty Co. of America
Portland Branch
209 S. W. 4th Avenue
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Gentlemen:

We have received a letter from Mr. William Dobson concerning Wamic Lumber Company's claim against F. O. Laws on Contract No. 4261 for work on the West Hood River Connection of the Columbia River Highway, Hood River County. He writes as follows:

> "Please be advised that the General Casualty Co. of America has paid in full the claim this office holds against F. O. Laws."

We provide this information as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Huggins Insurance Agency
373 North Church Street
Salem, Oregon

Mr. F. O. Laws
2315 Broadway
Salem, Oregon

NOTED ON CARD

Jewett

RECEIVED
DEC 13 1955
FOR FILING

14-1932
4261

December 12, 1955

Mr. C. William Dobson
Attorney at Law
Oregon Building
Salem, Oregon

Dear Sir:

Thank you for your letter of December 8 advising that Wamic Lumber Company's claim against F. O. Laws on Contract No. 4261 has been paid in full by the General Casualty Co. of America.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

C. William Dobson
ATTORNEY AT LAW
OREGON BLDG.
SALEM, OREGON

TELEPHONE 4-5851 4-9152

December 8, 1955

State Highway Department
Salem
Oregon

Attn: H. B. Glaisyer

Wamic Lumber Co. vs. F. O. Laws, Contract No. 4261

Gentlemen:

Please be advised that the General Casualty Co. of America has paid in full the claim this office holds against F. O. Laws.

Your cooperation in this matter has been appreciated.

Yours very truly,

Wm. Dobson

WD/nr

REFERRED TO

RECEIVED
DEC [illegible] 1955
STATE [illegible] COMMISSION

[illegible]

RECEIVED
DEC 7 - 1955
FOR FILING

141-1032
4261

December 7, 1955

Brown & Van Vactor
Attorneys at Law
The Dalles, Oregon

ATTENTION: Sam Van Vactor

Dear Sir:

As requested in your letter of December 5, we have enclosed with this letter a certified copy of contract and bond #4261 awarded to Mr. F. O. Laws.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc
Enc.

EARL T. NEWBRY

~~ROBERT S. FARRELL JR.~~
Secretary of State
SALEM, OREGON

Dec. 6, 1955

Brown & Van Vactor
Lawyers
The Dalles, Oregon

Gentlemen:

Acknowledgment is made of your letter of December 5th, relative to a notice of claim representing Ben H. Bahem, who did work for F. O. Laws, general contractor with the State of Oregon, County of Hood River.

Under the Oregon Law notice of claims on highway construction work are filed with the Secretary of State, but all other matters pertaining thereto are under the custody of the State Highway Commission and your letter is being referred to that department for their attention.

COPY

Very truly yours,

EARL T. NEWBRY
Secretary of State

By

Clerk
Records Division

NF:M

cc: State Highway Commission
Salem, Oregon

LAW OFFICE
BROWN & VAN VACTOR
THE DALLES, OREGON

T. LELAND BROWN
SAM VAN VACTOR

[illegible]

December 5, 1955

Honorable Earl T. Newbry,
Secretary of State,
Capitol Building,
Salem, Oregon.

Dear Mr. Newbry:

We are representing Ben H. Bahem, who did work for F. O. Laws, a general contractor with the State of Oregon, for that contract known as the West Hood River Extension #2461 in the County of Hood River, State of Oregon.

Mr. Bahem has heretofore filed with you Notice of Claim pursuant to ORS 279.526. Since it appears necessary to institute an action on the bond, we are writing to you to see if we can be furnished with a certified copy of the bond and the contract pursuant to the provisions of 279.512 ORS.

Thanking you kindly, we are

Very truly yours,

BROWN & VAN VACTOR

By Sam Van Vactor
m.

Referred to Highway Commission.

Secretary of State
Records Division

SECRETARY OF STATE
RECEIVED
DEC 6 - 1955
EARL T. NEWBRY

SVV:m

RECEIVED
DEC 8 - 1955
FOR FILING

14-113-
4501

Lewis B

December 6, 1955

Mr. C. William Dobson
Attorney at Law
Oregon Building
Salem, Oregon

Dear Sir:

This is to acknowledge your letter of December 2 concerning the claim of Wamic Lumber Co. against F. O. Laws, in the sum of $392.50. This claim will be considered as against Contract No. 4261 for work on the West Hood River Connection to the Columbia River Highway in Hood River County. This contract was completed June 9, 1955 and accepted by the Highway Commission June 30, 1955.

The General Casualty Company of America, 373 North Church Street, Salem, furnished the Performance Bond for this contract, which bond is given to assure completion of the contract and payment of all bills incurred in it. Should the Wamic Lumber Co. wish to protect their claim against the bond for a period longer than six months following completion of the contract and acceptance by the Commission, they should file the claim with the Secretary of State. Attached are excerpts from the Oregon Laws pertaining to such filing.

We will advise the contractor and the surety that the claim has been received and will note it in our records.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

Enclosure

NOTED ON CARD

C. William Dobson
ATTORNEY AT LAW
OREGON BLDG.
SALEM, OREGON

TELEPHONE 4-5851 4-9152

December 2, 1955

State of Oregon
State Highway Dept.
Salem, Oregon

Re: Wamic Lumber Co. vs. F. O. Laws, $392.50

Gentlemen:

With reference to your letter to the Wamic Lumber Co. concerning the claim filed against F. O. Laws, I wish to advise you that the notice was in error wherein it stated that the claim was for hauling dirt for construction of the Dalles bridge. This work was done on the highway West of Hood River, State contract for grading and paving the West Hood River connection in Hood River County, contract no. 4261.

I trust this straightens this matter out.

Yours very truly,

Wm. Dobson

Wm. Dobson nr

WD/nr

NOTED ON CARD

H

RECEIVED
DEC 5 1955
STATE HIGHWAY COMMISSION

Query

November 9, 1953

Wamic Lumber Company
The Dalles, Oregon

Gentlemen:

We have received in our office copy of a claim which you have filed with the Secretary of State against F. O. Laws, in the amount of $392.50, for obtaining and hauling fill dirt in construction of The Dalles Bridge, The Dalles, Oregon.

Can you advise us what agency awarded this contract, as the contract does not appear in our records. The nearest contract in this vicinity that we have for Mr. Laws was for grading and paving the West Hood River Connection in Hood River County, Contract No. 4261.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

RECEIVED
DEC 8 - 1955
FOR FILING

[illegible]

[illegible]

Lewis

December 6, 1955

General Casualty Co. of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Gentlemen:

A letter has been received from Mr. C. William Dobson, whose address is the Oregon Building, Salem, stating that the claim of Wamic Lumber Co. against F. O. Laws in the sum of $392.50 was for work performed on our Contract No. 4261, awarded to Mr. Laws for grading and paving the West Hood River Connection to the Columbia River Highway in Hood River.

In our letter of November 9, it appeared that the work did not apply to Contract No. 4261, and we so stated. However, we now have Mr. Dobson's statement that the claim does pertain to Contract No. 4261.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Huggins Insurance Agency
373 North Church Street
Salem, Oregon

Mr. F. O. Laws
2315 Broadway
Salem, Oregon

NOTED ON CARD

C O P Y

C. WILLIAM DOBSON
Attorney at Law
Oregon Bldg.
Salem, Oregon

December 2, 1955

State of Oregon
State Highway Dept.
Salem, Oregon

Re: Wamic Lumber Co. vs. F. O. Laws, $392.50

Gentlemen:

With reference to your letter to the Wamic Lumber Co. concerning the claim filed against F. O. Laws, I wish to advise you that the notice was in error wherein it stated that the claim was for hauling dirt for construction of the Dalles bridge. This work was done on the highway West of Hood River, State contract for grading and paving the West Hood River connection in Hood River County, contract no. 4261.

I trust this straightens this matter out.

Yours very truly,

/s/ Wm. Dobson

Wm. Dobson

genl

November 9, 1955

General Casualty Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Attention: Mr. C. H. Burnett

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by Wamic Lumber Company against F. O. Laws for hauling and obtaining fill dirt in the construction of The Dalles Bridge, The Dalles, Oregon. This claim is in the sum of $392.50 but, from the description given in the claim, apparently does not apply to one of our contracts. The contract held by Mr. Laws in that vicinity was for grading and paving the West Hood River Connection of the Columbia River Highway in Hood River County, our Contract No. 4261.

We are writing today to the Wamic Lumber Company, The Dalles, Oregon.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Mr. F. O. Laws
2315 Broadway
Salem, Oregon

Huggins Insurance Agency
373 N. Church Street
Salem, Oregon

NOTICE

TO: STATE OF OREGON:

Notice is hereby given that the undersigned, WAMIC LUMBER COMPANY, has a claim for labor and materials consisting of 1,686 yards of dirt @$.50 per yard and rental of a truck for 7 1/2 hours @ $6.60 per hour in the sum of $892.50 on account of which $500.00 has been paid, leaving a balance of $392.50 against the bond taken from F. O. LAWS as principal, and GENERAL INSURANCE COMPANY OF AMERICA, as surety, for the work of hauling and obtaining fill dirt in construction of The Dalles Bridge, The Dalles, Oregon.

WAMIC LUMBER CO.

By

Attorney

RECEIVED
DEC 8 - 1955
FOR FILING

[illegible]
4261

query

November 9, 1955

Hon. Earl T. Newbry
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens
Records Division

Dear Sir:

This is to acknowledge your letter of October 31 to which was attached three copies of a claim filed with your office by Wamic Lumber Co. against F. O. Laws for hauling and obtaining fill dirt in construction of The Dalles Bridge, The Dalles, Oregon. The claim is in the sum of $392.50 and it might pertain to our Contract No. 4261, although the description given in their claim does not correspond. We will write to them to determine definitely whether the claim does pertain to one of our contracts.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

(Did not send copy of claim to Commission)
FP

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Oct. 31, 1955

Mr. [illegible], Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

We have received from C. William Dobson, Attorney, Salem, and filed as of this day a notice of claim by [illegible] Lumber Co., in the sum of $392.50 against the bond taken from F. O. [illegible] as principal, and General Insurance Company of America, surety, for the work of hauling and obtaining fill dirt in construction of The Dalles Bridge, The Dalles, Oregon, our file No. 3[illegible].

Three copies of the claim are enclosed for your information and files. Kindly acknowledge receipt of same.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By Geo. C. Stephens
Clerk
Records Division

VF:M
Enc.

RECEIVED
NOV 3 1955
OREGON
STATE HIGHWAY COMMISSION

6

RECEIVED
OCT 14 1955
FOR FILING

4261

Mrs. Lewis

October 12, 1955

Huggins Insurance Agency
General Casualty Company of America
373 North Church St.
Salem, Oregon

Gentlemen:

Attached is a photocopy of a claim filed with the Secretary of State by Don H. Ahem Construction Company, against F. O. Lamm, on State Highway Contract No. 4261 on West Hood River Connection in Hood River County.

This information is furnished as your company appears as surety on the bond furnished with the above contract.

Respectfully yours,

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer,
Secretary

CWM:lt

cc: F. O. Lamm

NOTED ON CARD

C
O
P
Y

NOTICE

TO: STATE OF OREGON:

Notice is hereby given that the undersigned, WAMIC LUMBER COMPANY, has a claim for labor and materials consisting of 1,686 yards of dirt @$.50 per yard and rental of a truck for 7 1/2 hours @ 6.60 per hour in the sum of $892.50 on account of which $500.00 has been paid, leaving a balance of $392.50 against the bond taken from F. O. Laws as principal, and GENERAL INSURANCE COMPANY OF AMERICA, as surety, for the work of hauling and obtaining fill dirt in construction of The Dalles Bridge, The Dalles, Oregon.

WAMIC LUMBER CO.

By /s/ William Dobson
Attorney

RECEIVED
OCT 11 1955
FOR FILING

14-1032
4261

Mrs. Lewis

October 12, 1955

Earl T. Newbry
Secretary of State
Salem, Oregon

Dear Sir:

This will acknowledge your letter of October 10, 1955 to which was attached three copies of a claim filed with your office by Ben H. Bahem Construction Company, against the bond taken from F. O. Lewis, Principal, and General Casualty Company of America, surety, for materials furnished on State Highway Contract #4261.

This claim is for $1,375.00 and bears your file #2535.

Respectfully yours,

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer,
Secretary

CWH:lt

NOTED ON CARD

RECEIVED

ARTM

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Oct. 10, 1955

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Brown & Van Vactor, Lawyers, The Dalles, and filed as of this date, a notice of claim by Ben H. Bahem Construction Co, for materials furnished in the sum of $1375.00 against the bond taken from F. O. Laws, Principal, and General Casualty Company of America, surety, for work on contract No. 4261 on the West Hood River Connection, our file No. 3525.

We are enclosing three copies of the claim for your information and files. Kindly acknowledge receipt of same for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By Geo C Hopkins
Clerk
Records Division

GS:m

REFERRED TO
BY SECRETARY

prepare [illegible]
[illegible] card

#4261

Columbia Co.
Completed: 6-9-55
Accepted: 6-30-55

RECEIVED
OCT 12 1955
OREGON
STATE HIGHWAY COMMISSION

Agent = Huggins Ins. Agency
373 N. Church St
Salem, Ore.

Final Mailed 9-14-55

NOTICE OF CLAIM PURSUANT TO ORS 279.526

TO - THE STATE OF OREGON and also
F. O. LAWS

NOTICE IS HEREBY GIVEN that the undersigned Ben H. Bahem, dba Ben H. Bahem Construction Co. of The Dalles, Oregon, has a claim for $1375.00, said claim consisting of and arising as follows:

That F. O. Laws, as the general contractor with the State of Oregon for that certain contract known as the West Hood River Connection, Contract No. 4261, in the County of Hood River and State of Oregon, did employ me the undersigned to furnish the necessary equipment, materials and supplies and to do the necessary work, labor and services to excavate the highway to grade at its junction with Highway No. 30 at the westerly limits of Hood River, in Hood River County and State of Oregon, and also to excavate for and to lay a culvert at such location, and the said F. O. Laws, the general contractor in said contract, agreed to pay to me the undersigned for such materials, supplies and equipment and work, labor and services, the sum of $2,300.00; and that pursuant to said agreement I, the undersigned Ben H. Bahem, did furnish the material, equipment and supplies and furnished the necessary work, labor and services for and did excavate the highway to grade at its junction with Highway No. 30 at the westerly limits of Hood River, Oregon, and did fully complete and perform said contract pursuant to the agreement with the said F. O. Laws, and in addition thereto, at the special instance and request of the said F. O. Laws, at the same location did extend the excavation for said culvert an additional twelve (12) feet, and the reasonable value of the work, labor and services in so extending said culvert said additional twelve (12) feet was and is the sum of $75.00, and that by reason of the foregoing the said F. O. Laws became indebted to me in the total sum of $2,375.00, on account of which only the sum of $1,000.00 has been paid, and that there is now due and owing to me by reason of the supplying of the aforesaid equipment, materials and supplies and the performance of said work, labor and services the total sum of $1,375.00 for which I have a claim against the bond taken from F. O. Laws, as principal, and General Casualty Company of America, as surety, with respect to the West Hood River Connection, Contract No. 4261, in the County of Hood River and State of Oregon, and that payment for said claim has not been made and that said Contract No. 4261 was completed and accepted June 9, 1955, and that six months have not elapsed since the completion and acceptance of said contract.

Ben H. Bahem
BEN H. BAHEM, dba Ben H. Bahem Construction Co.

STATE OF OREGON)
) ss.
County of Wasco)

I, BEN H. BAHEM, being first duly sworn, upon my oath depose and say that I have read the foregoing Notice of Claim as required by O.R.S. 279.526, know the contents thereof and that the same is true as I verily believe.

Ben H. Bahem

Subscribed and sworn to before me this 6th day of October, 1955.

Notary Public for Oregon.

My Commission expires: January 4, 1958.

STATE OF OREGON)
} ss.
County of Wasco)

BE IT REMEMBERED, That on this 6th day of October, 1955, before me, the undersigned, a Notary Public in and for said County and State, personally appeared the within named BEN H. BAHEM, known to me to be the identical individual described in and who executed the within instrument, and acknowledged to me that he executed the same freely and voluntarily.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above written.

Notary Public for Oregon.

My Commission expires: January 4, 1958.

File #3525

FILED
OCT 10 1955
EARL T. NEWBRY
SECRETARY OF STATE

RECEIVED
SEP 1 1955
FOR FILING
14-1032

[illegible] B

OREGON STATE HIGHWAY DEPARTMENT

(date)
September 13, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4261	4-Final	F. D. Lamm, Assign: General Casualty Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
18584	B-131917	$ 5,538.60	9/13/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: October 15, 1954

Time Extensions: Extended to April 15, 1955
" to June 15, 1955

Completion Date: 6-9-55

Date Accepted: 6-30-55

Penalties: Yes

Claims: from Ben H. Bahem Constr. Co. in sum of $1,300.00 for compressor work & blasting.

Remarks: Surety Company denies responsibility for above claim.

Date: 9-14-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: SEP 14 1955

Ruth Rawlings

NOTED ON CARD
✓

RECEIVED
SEP 8 1955

FOR FILING

4261

September 7, 1955

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

State Highway Contract No. 4261 for work performed on the West Hood River Connection Section of the Columbia River Highway in Hood River County was completed by the contractor, F. O. Laws, on Une 9 and was formally accepted by the Highway Commission on June 30, 1955.

Final payment in the amount of $5,538.60 will be released to the contractor, assigned to General Casualty Company of America, as soon as final warrant is received from the Secretary of State's Office. The total contract amount is $11,773.80 and no force account work was performed on the project.

The only outstanding claim filed against this project is that of Ben H. Bahem Construction Co., for compressor work and blasting in the sum of $1 300.00, of which you have been previously notified.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl

RECEIVED
SEP 4 - 1955
FOR FILING

mrs Lewis

September 1, 1955

Baker and Parker
Pythian Building
Hood River, Oregon

Dear Mr. Parker:

This will acknowledge your recent communication informing us that you are attempting to collect on work performed for Harvey Elsworth, which was appurtenant to the construction of the new access road to the Town of Hood River located on the Old Columbia River Highway approximately one mile west of Hood River.

Our records indicate this project to be the West Hood River Connection, Contract #4261. The prime contractor was F. O. [illegible]. This project was completed June 9, 1955, and was accepted by the State Highway Commission on June 30, 1955.

We hope the above information will be of some value. Please call on us if we may be of further service.

Respectfully yours,

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer,
Secretary

CWM:lt

copy of "claim" law attached to letter
DHS

NOTED ON CARD
JL

JOHN BAKER
VAWTER PARKER

LAW OFFICES OF
BAKER AND PARKER
PYTHIAN BUILDING
HOOD RIVER, OREGON

TELEPHONE
4404

August 31, 1955

Mr. H. G. Glaisyer
Secretary, State Highway Commission
Salem, Oregon

Re: George Tonn - 204

Dear Mr. Glaisyer:

We are attempting to collect on work performed for Harvey Elsworth, formerly of P. O. Box 615, Hood River, Oregon, which was appurtenant to the construction of the new access road to the Town of Hood River located on the Old Columbia River Highway approximately one mile West of Hood River near to the old Columbia Gorge Hotel, now the Neighbors of Woodcraft Home.

Mr. Elsworth was killed in a blasting accident near to the premises. Would you advise us who held the contract and when the work was accepted.

Sincerely yours,

Vawter Parker
Vawter Parker

VP/db

REFERRED TO
[illegible]
BY SECRETARY

[illegible] reply today
[illegible]

SHOWN ON CARD
[illegible]

RECEIVED
SEP 1 1955
OREGON
STATE HIGHWAY COMMISSION

C. W. HEAD

#4261
F.O. Laws
West Hood R. Rd. Project Connection
Completed 6-9-55 Accepted 6-30-55

RECEIVED
SEP 2 - 1955
FOR FILING

14-11-3
4261

August 25, 1955

General Casualty Company of America
Seattle 5, Washington

Attention: Mr. Donald E. Spickard
Legal Department

Gentlemen:

I wish to thank you for your letter of August 23, 1955 which was received in today's mail. In this letter you authorize release of the final payment in connection with State Highway Contract No. 4261, awarded to F. O. Laws, for grading and paving the West Hood River Connection of the Columbia River Highway in Hood River County.

We shall be glad to comply with your request. A copy of your letter is being handed our Accounting Division with instructions to release the final warrant as soon as it is received from the Secretary of State. The warrant will be made payable to the order of F. O. Laws, assigned to the General Casualty Company of America.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: C. H. Maison (2)

REFERRED TO mrs Kern's
note & record on card
Query
BY SECRETARY

NOTED ON CARD

NOTED
FLOYD QUERY

R

GENERAL CASUALTY COMPANY OF AMERICA
SEATTLE 5

H. K. DENT
CHAIRMAN OF THE BOARD
W. L. CAMPBELL
PRESIDENT

August 23, 1955

Oregon State Highway Department
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Gentlemen:

Our Bond 279591
F. O. Laws
Contract Grading and Paving
West Hood River Connection of
Columbia River Highway
Hood River County
State Highway Contract No. 4261

We are the surety for F. O. Laws of Salem, Oregon, on his bond guaranteeing the performance of the work and payment for labor and material on this contract. We have already forwarded you an assignment of the balance of the money due on this contract and have discharged all of the claims filed against this contract with the exception of claim of Ben Baham.

Information in our file indicates that Mr. Baham breached his contract with Mr. Laws and, in addition, we, the General Casualty Company of America, have a counter claim against Mr. Baham for some considerable damage he did to buildings which we insured by blasting at The Dalles on another contract.

For this reason, we have no intention of paying Mr. Baham anything, as he has nothing to do in connection with this contract from Mr. Laws. In fact, we intend to start an action against him in the near future to recover on the damage claim which we have mentioned.

We would appreciate your releasing the final estimate and retainage in accord with your verbal discussion with Mr. Stan Maves of our Portland office, as we understand this job has now been completed and accepted.

Very truly yours,

Donald E. Spickard

Donald E. Spickard
Legal Department
owb

ACKNOWLEDGED
H. B. GLAISYER

NOTED ON CARD

RECEIVED
AUG 24 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 31 1955
FOR FILING

4-1132
4261

August 19, 1955

Armco Drainage & Metal Products, Inc.,
2321 SE Gladstone Street
Portland 2, Oregon

ATTENTION: Duran B. Souls

Dear Sir:

Thank you for your letter of August 17 in which you state that you have received payment from the General Insurance Company for your claims against F. O. Laws as follows:

Contract #4048	$ 37.50
Contract #4201	$3,310.80
Contract #4261	$ 174.50

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc

RECEIVED
AUG 22 1955
FOR FILING

4261

August 19, 1955

General Casualty Company of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

We have received a letter dated August 17 from the Armco Drainage & Metal Products, Inc., in which they write as follows:

> "Mr. Stan Hays of General Insurance Company tells us that final settlement of Contract 4262 is delayed because you lack our release.
>
> Payment of this claim was made to us on April 12, 1955 by General Insurance Company by check No. 20378 in the amount of $3,522.80 which covered our claims against F. O. Lowe on Contracts 4048, 4201 and 4261 in the amounts of $37.50, $3,310.80 and $174.50 respectively."

We provide this information as your Company appears as surety on the performance bonds furnished with these contracts.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FRQ:de

cc: General Casualty Company of America
Huggins Insurance Agency
373 North Church Street
Salem, Oregon

cc: Mr. F. O. Lowe
2315 Broadway Street
Salem, Oregon

RECEIVED
AUG 19 1955
FOR FILING

1261

NT

Salem, Oregon
August 18, 1955

C. H. Maison, Auditor

Dear Mr. Maison:

On March 9 you were requested by this office to withhold further payments to Mr. Laws in connection with contract No. 4261.

Please be advised that all payments due on this job may now be released, assigned to General Casualty Company of America.

gl

Secretary

NOTED ON CARD

14-1032

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 11, 1955, 19

Section West Hood River Connection

Kind of work Grading and Paving

Highway Columbia River

Section prefix 14-1032

Contractor F.O. Laws

Contract number 4261

Date of contract Aug. 10, 1954, 19

Date of completion Oct. 15, 1954, 19

Date work started Sept. 1, 1954, 19

Estimated date of completion June 9, 1955, 19

3

Project authorization $ 11,477.25

Exclusive of Engineering $ 12,661.09

Per cent of time elapsed 459 %

Estimated cost of completed project, exclusive of engineering $ 12,327.85

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 816.13

Engineering cost to date $ 1130, 138 %

Date project was completed June 9, 1955, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Asphaltic Concrete Traffic Markers were placed Wednesday. Paving contractor returned Thursday to put on a small pavement patch, picked up his barricades, etc.

State signing crew painted traffic markers and placed signs Thursday and Friday.

FINAL REPORT

NOTED
OSCAR CUTLER

Signed A V Benedict

Address P.O. Box 420, The Dalles.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities	3008	567			251½ Ton
Estimated quantities moved or placed to date	3008	567			251½ Ton
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

3

RECEIVED
JUN 7 1955
FOR FILING

14-332
4261

June 6, 1955

Mr. F. O. Lowe
2315 Broadway
Salem, Oregon

Dear Sir:

The State Highway Commission at its meeting held on May 25 had under discussion your request for an extension of time, from April 15 to June 15, 1955, within which to complete your contract No. 4261, covering the West Hood River Connection on the Columbia River Highway in Hood River County.

The Highway Commission granted your request for an extension of time from April 15, 1955 to June 15, 1955 with the provision that the cost of engineering from October 15, 1954 to the actual completion date of the contract be assessed as penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Wm. E. Chandler,
Division Engineer

A. V. Benedict,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
JUN 2 1955
FOR FILING
14-1032
4

May 31, 1955

General Casualty Company of America
Portland Branch Office
209 S. W. 4th Avenue
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Gentlemen:

Attached is a copy of a claim which has been submitted by Ben H. Bahem Construction Company against Mr. F. O. Laws in the amount of $1,300 for compressor work and blasting on State Highway Contract No. 4261. This contract covers grading and paving on the West Hood River Connection of the Columbia River Highway in Hood River County.

This information is provided as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

cc Mr. F. O. Laws
2315 Broadway
Salem, Oregon

Huggins Insurance Agency
373 North Church Street
Salem, Oregon

NOTED ON CARD

RECEIVED
JUN 2 1955
FOR FILING

1-1033

Laws 3

May 31, 1955

Ben H. Bahem Construction Co.
908-1/2 East Second Street
The Dalles, Oregon

Attention: Mr. Ben H. Bahem

Gentlemen:

Your letter of May 19, addressed to Mr. Probert, Office Engineer, has been referred to this office for reply.

Attached to your letter is a statement of claim in the amount of $1,300 for compressor work and blasting performed by Mr. F. O. Laws. This contract bears our No. 4261 for grading and paving the West Hood River Connection of the Columbia River Highway in Hood River County.

The General Casualty Company of America, through Huggins Insurance Agency, 373 North Church Street, Salem, furnished the Performance Bond for this contract. The bond is provided to assure satisfactory completion of the contract and the payment of all bills incurred in it. The contract has not yet been completed.

In the event that you might wish to protect your claim for a period longer than six months following completion of the contract and acceptance by the Commission, it is suggested that you also file your claim with the Secretary of State. For your convenience in preparing such a filing, we have attached excerpts from the Oregon Laws outlining the necessary procedure. In the meantime, the claim will be noted in our records and we will also advise the Surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

NOTED ON CARD

Ben H. Bahem Constr. Co.
Telephone 5636
908½ East Second St.
The Dalles, Oregon

H. H. Probert

May 19, 1955

Mr. Provert, Office Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Provert:

I am enclosing a statement for the sum of $1,300.00 to Mr. F. O. Laws for compressor work and blasting on Oregon State Highway Department project #4261 "West Hood River Connection".

I would appreciate anything that you could do to see that this statement gets directed to the proper authorities.

I will be happy to furnish any required information.

Thank you.

Yours very truly,

Ben H. Bahem by [illegible]

Ben H. Bahem Constr. Co.

Enc.

pel

NOTED ON CARD

gl

Stat

BEN H. BAHEM CONSTR. CO.
Telephone 5636
908½ East Second St.
The Dalles, Oregon

May 19, 1955

Mr. F. O. Laws
Pendleton, Oregon

For:

Compressor work and blasting on Oregon State Highway Department contract "West Hood River Connection" #4261 $1,300.00

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EAP:jv lg

RECEIVED
APR 19 1955
FOR FILING

14-1032
421

April 18, 1955

Request for extension of time
No. 1
May 25 and 26 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from F. O. Lane for an extension of time on the West Hood River Connection Grading and Paving Project on the Columbia River Highway, Contract No. 4261, from April 15, 1955 to June 15, 1955.

On January 18, 1955 you granted an extension on this project from October 15, 1954 to April 15, 1955 with the provision that the cost of engineering from October 15, 1954 to the actual completion date of the contract be assessed as penalty. I recommend that this extension be granted with the same provision.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith

EAP:jv lg

RECEIVED
MAR 11 1955
FOR FILING

14 1032

[illegible]

REFERRED TO-
[illegible] Lewis
BY SECRETARY

note on card
to withhold further
payments.
(see surety letter)
HAS

March 10, 1955

General Casualty Company of America
Seattle 5, Washington

Attention: Mr. A. R. Eby
Claims Department

Gentlemen:

Pursuant to the request contained in your letter of March 8, 1955, I have asked the Highway Commission's Chief Auditor to make no further payments to contractor F. O. Laws, for grading and paving the West Hood River Connection of the Columbia River Highway, State Highway Contract 4261, without your prior written consent and approval.

In the third paragraph of your letter you request certain information relative to the status of this job. The following is in response thereto:

Total contract amount	$10,202.00	
Additional for increased quantities	2,690.50	
Total contract amount (Revised)		$12,892.50
Amount earned by contractor to date of last estimate		6,928.00
Amount paid to contractor to date of last estimate		6,235.20
Retained percentage		692.80
Value of uncompleted work made up as follows:		5,964.50

1.	Drainage Excav-Unclass-3 cu. yd.	$ 7.50
2.	General Excav-Unclass-220 " "	440.00
3.	Finishing Roadbed & Slopes- 50%	100.00
4.	12-inch concrete pipe - 36 lin. ft.	72.00
6.	Coarse Material in base-275 cu. yd.	825.00
7.	3/4" - 0 material in base and shoulders - 172 cu. yd.	602.00
8.	Sprinkling - 17 M-gal.	68.00
9.	Class "B" Asphaltic concrete - 250 tons	3,250.00
10.	Asphaltic Concrete traffic markers - 300 lin. ft.	600.00

$ 5,964.50

The above figures were taken from Estimate No. 3 covering work completed to January 5, 1955 which is the latest information available.

You also request the name and address of the Resident Engineer supervising this job. The work is being done under the supervision of Mr. A. V. Bennedict, Resident Engineer, whose address is P. O. Box 420, The Dalles, Oregon.

It is anticipated that the contract will be completed sometime during the month of May, 1955. Incidentally, the job is approximately 60% completed.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: C. H. Maison (2)
F. Query

NOTED ON CARD

Amount of Contract	$ 10,202.00
Contingencies	459.09
Engineering	816.16
Project Authorization	11,477.25
Increase	2,000.00
Present Authorization	$ 13,477.25

Project Authorization	$ 11,477.25
Present estimate of Project cost, including 2258.50 for work under this contract	13,678.50
Expected Over-run	$ 2,201.25
" "	19.2%

Price Agreement #1

#1.	80.00
#2.	2,000.00
#5.	178.50
	$ 2,258.50

($258.50 Savings on under-run Items.)

Order State Force Work
Install Pipe $ 500.00

Information taken from Est. #3 - Jan. 5, 1955

Jan. 5, 1955

Contract No. 4261
F.O. Laws

3/10/55

Am't. earned to date — $6,928.00
Am't. paid to Contr. — $6,235.20
Retainage held by us (10%) — $692.80
Bal. left in Contract — $5,964.50

Items that remain to be done on the contract and expect work to resume and to be completed

1.	Drainage Excav - Unclass -	3 cu.yd.	$ 7.50
2.	General Excav - Unclass -	220 " "	440.00
3.	Finishing Roadbed & Slopes —	50%	100.00
4.	12-inch Concrete Pipe —	36 lin. ft.	72.00
6.	Coarse Material in base —	275 cu. yd.	825.00
7.	¾" - 0 Material in Base and Shoulders —	172 cu.yd.	602.00
8.	Sprinkling —	17 M-gal.	68.00
9.	Class "B" Asphaltic Concrete —	250 Tons	3,250.00
10.	Asphaltic Concrete Traffic Markers -	300 lin.ft.	600.00
			$ 5,964.50

Resident Engineer

Name — A.V. Bennedict
Address — Box 420
The Dalles, Oregon

Estimated Date of Completion June 1, 1955

GENERAL
CASUALTY COMPANY
OF AMERICA
SEATTLE 5

H. K. DENT
CHAIRMAN OF THE BOARD
W. L. CAMPBELL
PRESIDENT

March 8, 1955

Oregon State Highway Department
Salem, Oregon

Attention Mr. H. B. Glaisyer, Secretary

Gentlemen:

Our Bond 279591 - F. O. Laws
Contract: Grading and Paving West Hood River Connection of
Columbia River Highway, Hood River County,
State Highway Contract No. 4261 ✓

We are the surety for F. O. Laws of Salem, Oregon, on their bond guaranteeing the performance of the work and payment for labor and material on this contract. You have notified us of one claim being filed against this job and we have been advised of other unpaid materials against this job.

In view of these unpaid bills we ask that you make no further payments to the contractor without our prior written consent and approval. We are investigating this matter more thoroughly and shall advise you of our position just as soon as our investigation is completed.

Our principal has advised us this job is approximately 60% complete. We would appreciate your advice as to the amount earned to date, amount paid to the contractor, the retainage held by you, and the balance left in the contract. Also, we would like to know the items that remain to be done on the contract and as to when you expect the work to resume and be completed on the project. In order for us to properly supervise the completion, we would appreciate the name and address of the State Inspector or Engineer that will be supervising the completion of this job.

Please continue to forward to us any claims for unpaid material or labor that are brought to your attention.

Very truly yours,

A. R. Eby

A. R. Eby
Claims Department
hs

RECEIVED
MAR 9 1955
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. GLAISYER

[illegible] ON CARD
JF

LETTER TO [illegible]
DATE 3-1

RECEIVED
MAR 10 1955
FOR FILING

14-1032

4261

Mrs Lewis

4

Salem, Oregon
March 9, 1955

Payment for
Contract No. 4261

Mr. C. H. Maison, Auditor
State Highway Department
Building

Dear Mr. Maison:

This will confirm my telephone conversation with your Mr. Taylor, informing him to make no further payments to F. O. Laws, contractor, for State Highway Contract No. 4261, for grading and paving West Hood River Connection of Columbia River Highway in Hood River County.

This office will inform you when to make further payment on Contract No. 4261.

Respectfully yours,

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer,
Secretary

CWH:lt

cc: Floyd Query

NOTED ON CARD

RECEIVED
MAR 10 1955
FOR FILING

14-1032
4261

March 7, 1955

Honorable Earl T. Newbry
Secretary of State
Salem, Oregon

Dear Sir:

Thank you for your letter of March 3 to which was attached three copies each for three claims filed with your office by Armco Drainage & Metal Products, Inc., against F. O. Laws, as follows:

Contract No. 4048, your file No. 3488, in the sum of $37.50.

Contract No. 4201, your file No. 3489, in the sum of $3,310.80.

Contract No. 4261, your file No. 3490, in the sum of $174.50.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

RECEIVED
MAR 9 1955
FOR FILING

14-1032
4261

March 7, 1955

General Casualty Co. of America
Portland Branch Office
209 S. W. Fourth Avenue
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Gentlemen:

Attached are copies of three claims filed with the Secretary of State by Armco Drainage and Metal Products, Inc., against F. O. Laws, as follows:

Claim for sight posts in the sum of $37.50, against Highway Contract No. 4048, for grading the Interstate Bridge approach unit on the Columbia River Highway in Hood River County.

Claim for Flexbeam Guard Rail, concrete sight posts and end wings, in the sum of $3,310.80, against Highway Contract No. 4201, for slope grading on the Modoc Point-Barclay Springs Section of The Dalles-California Highway in Klamath County.

Claim for concrete culvert pipe in the sum of $174.50 against Contract No. 4261 for grading and paving the West Hood River Connection of the Columbia River Highway in Hood River County.

We furnish this information as your Company appears as surety on the Performance Bonds furnished with these three contracts.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

Attach.
cc Huggins Insurance Agency
F. O. Laws

NOTED ON CARD

ARMCO DRAINAGE & METAL PRODUCTS, INC.

NORTH PACIFIC DIVISION

2321 S. E. GLADSTONE STREET ARMCO PORTLAND 2, OREGON

March 2, 1955

Secretary of State
State of Oregon
Salem, Oregon

Dear Sir:

Notice hereby is given that the undersigned, Armco Drainage & Metal Products, Inc. has a claim for Concrete Culvert Pipe in the sum of One Hundred Seventy Four Dollars and Fifty Seven Cents ($174.57) against the bond taken from F. O. Laws and General Casualty Co. for the work of Oregon State Highway Contract 4261, West Hood River Connection.

Very truly yours,

ARMCO DRAINAGE & METAL PRODUCTS, INC.

Duran B. Souls

Credit Supervisor
North Pacific Division

Duran B. Souls:me

SECRETARY OF STATE
RECEIVED
[illegible]
EARL T. NEWBRY

FILED
MAR 3 1955
EARL T. NEWBRY
SECRETARY OF STATE

RECEIVED
MAR 8 1955
FOR FILING

C
P
Y

14-1332

4201

EARL T NEWBRY.
Secretaryof State
Salem, Oregon

C
O
P
Y

March 3, 1955

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed the following notices of claim by Armco Drainage & Metal Products, Inc.

> Claim for sight posts in the sum of $37.50, against the bond taken from F. O. Laws, Principal, and General Casualty Co. Surety, Highway Contract No. 4048, our file No. 3488.
>
> Claim for Flexbeam Guard Rail, concrete sight posts and end wings in the sum of $3,310.80, against the bond taken from F. O. Laws, Principal, and General Casualty Co. Surety, Highway Contract No. 4201, our file No. 3489.
>
> Claim for Concrete Culvert Pipe in the sum of $174.50, against the bond taken from F. O. Laws, Principal, and General Casualty Co. Surety, Highway Contract No. 4261, our file No. 3490.

We are enclosing three copies of each claim for your information and files. Kindly acknowledge receipt of same for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By /s/ Geo. C. Stephens

Clerk
Records Division

RECEIVED
JAN 31 1955
FOR FILING

14-1652
4261

January 28, 1955

Mr. F. O. Laws
2315 Broadway
Salem, Oregon

Dear Sir:

The State Highway Commission at its meeting held on January 18, 1955 had under discussion your request for an extension of time from October 15, 1954 to April 15, 1955 within which to complete your contract No. 4261, covering the West Hood River Connection on the Columbia River Highway in Hood River County.

The Highway Commission granted your request with the provision that the cost of engineering from October 15, 1954 to the actual completion date of the contract be assessed as penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Wm. E. Chandler,
Division Engineer

A. V. Benedict,
Resident Engineer

R. O. Smith,
Construction Engineer

RECEIVED
FOR FILING

14-1032
4261

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION
OFFICE OF CHAS. H. REYNOLDS
P. O. BOX 898
LA GRANDE, OREGON

5

December 13, 1954

NOTED
W. C. WILLIAMS

R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sam,

I have received a copy of your letter of December 10th which is a request for an extention of time from F. O. Laws who has the contract for the West Hood River connection under contract #4261.

This is a contract concerning which I questioned you at the last meeting when an additional allocation of $2,000.00 was requested.

I have been watching this every time we drive by and it does not appear as though they have been making very rapid progress. In fact the other day when we drove by the tractor was sitting in the middle of the job and no activity could be seen.

I would concur in any costs that you might assess to Mr. Laws and also suggest that any future contracts be studied quite carefully before awarding them to him.

Very truly yours,

Chas H Reynolds
Commissioner

CHR:rn

REFERRED TO
Mr. Williams
By State Highway Engineer

RECEIVED
DEC 15 1954
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 14 1954
FOR FILING

14-1032

December 13, 1954

Mr. A. V. Benedict
Resident Engineer
Box 420
The Dalles, Oregon

Dear Sir:

This is to advise you that, at its last meeting, the Highway Commission approved an increase of $2,000.00 in project authorization on Contract No. 4261, West Hood River Connection.

The present authorization is $13,477.25.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

DDP:ia

cc: W. E. Chandler

RECEIVED
DEC 13 1954
FOR FILING

14-152
4-11

December 10, 1954

Oregon State Highway Commission

Request for extension of time
No. 2
January 18 and 19 Meeting

Gentlemen:

Herewith is a request from F. O. Lees for an extension of time on the West Hood River Connection of the Columbia River Highway, Contract No. 4261, from October 15, 1954 to April 15, 1955.

The contractor has been extremely dilatory in the handling of this contract and has done practically no work since October 10. In the past four years he has had five contracts with the State, three of which have been completed with an average overrun of two months per contract; other other contract is now four months past the completion date and not completed, and this contract will apparently have an overrun of approximately six months.

In view of poor performance by this contractor and his apparent indifference to completing the projects, I recommend that the extension be granted with the cost of engineering to be assessed from the specified completion date to the actual completion date.

Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosure

cc Mr. H. G. Smith

HGS: fp

RECEIVED
NOV 29 1954
FOR FILING

14-1032

4261

November 24, 1954

Oregon State Highway Commission

Gentlemen:

On Contract No. 4261, West Hood River Connection of the new Columbia River Highway, we will have an overrun of the project authorization in the amount of $2,000. While this is a very nominal amount in money, it does exceed the Commission's percentage limitation. It is, therefore, respectfully requested that you authorize additional project authorization in the amount of $2,000 on Contract No. 4261.

This matter will be on the next agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me

cc Mr. S. H. Probert
Mr. C. H. Maison

RECEIVED
OCT 4 - 1954
FOR FILING

September 30, 1954

Mr. F. O. Laws
2315 Broadway
Salem
Oregon

Dear Sir:

We enclose herewith a fully executed copy of Contract No. 4261, which was awarded to you August 10, 1954 by the State Highway Commission, covering grading and paving on the West Hood River Connection of the Columbia River Highway in Hood River County. This copy is for your files.

A copy of this contract is also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

RECEIVED
FOR FILING

4/11

August 11, 1954

Mr. F. O. Laws
2673 Portland Road
Salem, Oregon

Dear Mr. Laws:

The State Highway Commission on August 10m 1954 awarded to you State Highway Contract No. 4[illegible] for grading and paving the West Hood River Connection of the Columbia River Highway in Hood River County.

This award was based on your bid of $10,202.00 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

ehr

cc S. H. Probert
H. G. Smith
R. G. Savage, SIAC

15-1040 Rock Point-Seven Guard Rail 1954
on the Pacific Hwy. near
4262 Gold Hill

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
February 4, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4262	3-Final	Fred Stubbert	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
1914	R-114756	$ 634.35	2/3/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

Specified Completion Date: Nov. 30, 1954

Time Extensions: to Jan. 1, 1955 without penalty

Completion Date: Dec. 21, 1954

Date Accepted: Jan. 18, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-~~4~~7-55

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:
Ruth Rawlings

F

RECEIVED
FEB 3 1955
FOR FILING

FORM E-123 50M REVISED 2-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

February 1, 1955

Mr. Fred Stubbert
1056 "J" Street
Springfield, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on January 1[illegible], had under discussion your request for an extension of time from November 30, 1954 to January 1, 1955 within which to complete your contract No. 4262, for constructing guard rail on the Rock Point-Seven Oaks Section of the Pacific Highway in Jackson County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

[illegible]. B. Merrill,
Resident Engineer

[illegible]. O. Smith,
Construction Engineer

RECEIVED
JAN 27 1955
FOR FILING

[illegible]
4262

January 27, 1955

REGISTERED MAIL

The Aetna Casualty & Surety Co.
Portland Service Department
300 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4262 for constructing guard rail on the Rock Point-Seven Oaks Section of the Pacific Highway in Jackson County was completed by the contractor, Fred Stubbert, on December 21, 1954 and was formally accepted by the Highway Commission on January 18, 1955.

Final payment in the amount of $634.35 will be released to the contractor on or after February 7, 1955. The total contract amount is $8,652.50 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Ray D. Pollard Agency
21 11th Avenue West
Eugene, Oregon

NOTED ON CARD

Form E-1—10M

15-1040

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 25 Dec 54, 19

Section Rock Point - Seven Oaks

Kind of work guard rail

Highway Pacific

Section prefix 15-1040

Contractor Fred Stubbert

Contract number 4262

Date of contract 10 Aug 54, 19

Date of completion 30 Nov 54, 19

Date work started 13 Oct 54, 19

Estimated date of completion 15 Dec 54, 19

Project authorization $17,952.59

Exclusive of Engineering $16,632.38

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $16,530

Per cent of contract completed, based on total contract price ~~99~~ 100 %

Engineering authorization $1277

Engineering cost to date $625, 49 %

Date project was completed 21 Dec 54, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Guard rail completed 21 December 1954. Completes project.

NOTED
H. G. SMITH

NOTED

RECEIVED
DEC 27 1954
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
FORREST CO

Signed W B Merrill Jr, Resident Engineer

Address Medford

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77000

guard rail

	[illegible]	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities	3466.5 lin ft				
Estimated quantities moved or placed to date	3466.5				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift	1 man - 4 hrs				
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	fair		
Monday	fog am; clear, pm		
Tuesday	fog, am; clear, pm		
Wednesday	fog, am; clear, pm		
Thursday	fog, am; clear, pm		
Friday	~~fog, am; clear~~ cloudy w/showers		
Saturday			

RECEIVED
DEC 14 1954
FOR FILING

15-10-10
2

December 13, 1954

Oregon State Highway Commission

Request for extension of time
No. 4
January 18 and 19 Meeting

Gentlemen:

Herewith is a request from Fred Stubbert for an extension of time on the Rock Point-Seven Oaks Guardrail Contract No. 4262, from November 30, 1954 to January 1, 1955.

This project is complete except for placing several short sections of special rail, which the steel company has not yet supplied. Nondelivery of the material was not the fault of the contractor, and I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosure

cc Mr. H. G. Smith

RECEIVED
OCT 4 - 1954
FOR FILING

September 30, 1954

Mr. Fred Stubbert
1056 "J" Street
Springfield
Oregon

Dear Sir:

We enclose herewith a fully executed copy of Contract No. 4262, which was awarded to you August 10, 1954 by the State Highway Commission, covering guard rail construction on the Rock Point-Seven Oaks Section of the Pacific Highway in Jackson County. This copy is for your files.

A copy of this contract is also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

RECEIVED
FOR FILING

15 [illegible]

August 11, 1954

Mr. Fred Stubbert
1056 "J" Street
Springfield, Oregon

Dear Mr. Stubbert:

The State Highway Commission on August 10, 1954 awarded to you State Highway Contract No. 4[illegible]6[illegible] for installation of the Rock Point-Seven Oaks Guard Rail Project on the Pacific Highway in Jackson County.

This award was based on your bid of $7,864.00 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

ehr

cc S. H. Probert
H. C. Smith
R. G. Savage, SIAC

18-3420 Keno Maintenance Building 1954

4263

[illegible]
4263

OREGON STATE HIGHWAY DEPARTMENT
(date)
May 27, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4263	5-Final	Mann Construction Co. (assigned to U.S.National Bank of Portland, Madras Branch)	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
10532	R-123614	$ 3,046.25	5/27/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: **Dec. 31, 1954**

Time Extensions: **to Feb. 28, 1955 without penalty**

Completion Date: **Feb. 28, 1955**

Date Accepted: **April 13, 1955**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: 6-1-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

NOTED ON CARD
gf

Warrant Mailed:

Ruth Rawlings

RECEIVED
APR 8 1955
FOR FILING

18 - 3[illegible]
4 - [illegible]

April 7, 1955

REGISTERED MAIL

George C. Bottoms, Manager
U. S. Fidelity & Guaranty Co.
201 Portland Trust Bldg.
Portland 4, Oregon

Dear Sir:

State Highway Contract No. 4263 for construction of the Keno Maintenance Building in Klamath County was completed by the contractor, Mann Construction Co., on February 28, 1955 but has not as yet been accepted by the Commission.

Final payment in the amount of $3,048.25 will be released to the contractor, assigned to United States National Bank of Portland, Madras Branch, after acceptance by the Highway Commission. The total contract amount is $14,301.50 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as the surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

FORM E-135 50M REVISED 5-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
FEB 3 1955
FOR FILING

NUMBER 18-3420
4263

February 2, 1955

ann Construction Co.
217 North Sixth St.
Redmond, Oregon

Gentlemen:

The State Highway Commission at its meeting held on January 13 had under discussion your request for an extension of time from December 31, 1954 to February 28, 1955 within which to complete your contract No. 4263, covering construction of the Keno Maintenance Building in Klamath County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: [illegible] Chandler,
Division Engineer

[illegible],
Resident Engineer

[illegible] Paxson,
Assistant State Highway Engineer

RECEIVED
JAN 5 - 1955
FOR FILING

18-3400
42

January 4, 1955

Oregon State Highway Commission

Request for extension of time
No. 21
January 18 and 19 meeting.

Gentlemen:

Re: Keno Maintenance Building
Contract No. 4263

The Mann Construction Company, contractor on the Keno Maintenance Building on the Green Springs Highway in Klamath County, has requested an extension of time from December 31, 1954, to February 28, 1955, in which to complete the contract.

All work has been completed on this contract with the exception of painting which cannot be done until the arrival of two or three days of suitable weather. The building is ready for occupancy by State forces.

As there will be no inconvenience to the State nor will additional engineering expense be incurred, it is recommended that this extension be granted without penalty. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

FMS/de
Attached

RECEIVED
DEC 28 54
FOR FILING

18-34170

December 21, 1954

United States Fidelity and Guaranty Company
201 Portland Trust Building
Portland, Oregon

Attention: Mr. George C. Bottoms

Gentlemen:

A letter has been received from the W. D. Miller Construction Company, Klamath Falls, stating that Mann Construction Company owes them $94[illegible].13 for materials and services furnished on State Highway Contract No. 4203 for construction of the Highway maintenance building at Keno.

This information is provided as your company appears as surety on the performance bond furnished for this contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mdm 12/20

cc - Mann Construction Company
217 North Sixth Street
Redmond, Oregon

RECEIVED
DEC [illegible]
FOR FILING

18-3-120
4[illegible]

Lewis

December 21, 1954

W. D. Miller Construction Co.
P. O. Box 168
Klamath Falls, Oregon

Attention: Mr. Jay C. Lemire
Office Manager

Gentlemen:

This is to acknowledge your letter of December 17 in which you write that Mann Construction Company owes your company $948.13 for materials and services furnished in construction of the State Highway maintenance building in Keno, our Contract No. 4263.

The United States Fidelity and Guaranty Company through Darrell W. Smith Insurance Agency, 632 Sixth Street, Redmond, furnished the performance bond for this contract. As requested in your letter, we will advise the surety that your claim has been received and we will also make a note of it in our records.

This contract has not yet been completed, but in the event that you might wish to protect your claim for a period longer than six months following completion of the contract and acceptance by the Highway Commission, it is suggested that you file your claim with the Secretary of State. Attached are excerpts from the Oregon Laws outlining the procedure for this filing.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mdm 12/20
Attach.

NOTED ON CARD

168

TRUCKS FOR HAULING

PHONE 4661

W. D. MILLER CONSTRUCTION CO.
GENERAL CONTRACTORS
DEALERS IN
CRUSHED ROCK, SAND, CEMENT, REINFORCING STEEL, CONCRETE
BLOCKS, LIME, PLASTER, METAL LATH AND EXPLOSIVES
KLAMATH FALLS, OREGON

December 17, 1954

4263

Oregon State Highway Commission
Salem, Oregon

Re: Keno Maintenance Bldg.
Mann Cons. Co., Contractor

Gentlemen:

Please be advised that Mann Construction Company, Redmond, Oregon, is indebted to us in the amount of $948.13 as of present date, $403.50 of this total being past due, for materials and services furnished State Highway Maintenance Building being constructed at Keno, Oregon.

We would appreciate it very much if you would advise the surety for Mann Construction Company that we have made above claim.

Yours truly,

W. D. MILLER CONSTRUCTION CO.

Jay C. Lemire

Jay C. Lemire
Office Manager

cc: Mann Construction Co.
Redmond, Oregon

djc/JCL

RECEIVED
DEC 20 1954
OREGON
STATE HIGHWAY COMMISSION

18-3420
4263

December 20, 1954

W. D. Miller Construction Co.
1900 So. Sixth St.
Klamath Falls, Oregon

Re: Keno Maintenance Building 4263

Dear Sirs:

We are in receipt of your letter of December 17 in which you notified the Oregon State Highway Commission of our indebtedness to you. Since all of the material you furnished pertinent to this job was ordered by us, it seems to me that any correspondence of this nature should be addressed to us. The least you could have done, would be to extend us the courtesy of advising us of your intentions.

This is the first time we have ever had anyone file claim in any way, shape or form on any of our jobs.

I strongly suspect that the two truckloads of concrete that we ordered for this job and then returned were used on one of your jobs, although you charged us full price plus travel and waiting time. As the $403.50 is barely past due, I believe that this is the reason that you filed claim rather than the fact that the bill is past due.

We shall not find it necessary to do any further business with your firm on whatever jobs we might have in that area.

We are enclosing herewith our check for $948.13 for full payment.

Very sincerely yours,

Mann Construction Co.

Richard Mann

CC: Oregon State Highway Commission
Salem, Oregon
enc: ck

NOTED
FLOYD QUERY

RECEIVED
OCT 4 - 1954
FOR FILING

14-3RD
4 [illegible]

September 30, 1954

Mann Construction Company
217 N. 6th Street
Redmond
Oregon

Gentlemen:

We enclose herewith a fully executed copy of Contract No. 4263, which was awarded to you August 10, 1954 by the State Highway Commission, covering the construction of the Keno Maintenance Building in Klamath County. This copy is for your files.

A copy of this contract is also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

RECEIVED
AUG [illegible] 1954
FOR FILING

August 11, 1954

Mann Construction Company
417 Sixth Street
Redmond, Oregon

Gentlemen:

The State Highway Commission on August 10, 1954 awarded to you State Highway Contract No. 4[illegible]63 for construction of the Keno Maintenance Building in Klamath County.

This award was based on your bid of $[illegible]3,950.00 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

ehr

cc S. H. Probert
H. G. Smith
R. G. Savage, SHAC
G. S. Paxson

RECEIVED
JUN 1 1954
FOR FILING

18-3420

4263

Salem, Oregon
May 28, 1954

Mr. G. S. Paxson

Approval has been obtained from the Chief Engineer for the preparation of plans and advertising for bids for the construction of a standard equipment storage headquarters 32' x 80' at Keno, Oregon, on a building site recently acquired, consisting of 4.2 acres.

A copy of Mr. De France's report to me under date of May 13 is enclosed herewith.

W. W. Stiffler

WWS:er

cc I. A. De France

FORM E-30 25M 9-51 82319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 13, 1954

SUBJECT: Proposed maintenance station
at Keno

To Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Dear Sir:

We have an item in the 1954 Maintenance Station Improvement Budget for a maintenance station at Keno. We have completed the purchase of an excellent site and recommend that we proceed with the preparation of plans so that this building may be placed on the call for bids list at the June 23-24 meeting.

The location at Keno, we have no doubt, will be found essential inasmuch as it is the fartherest west we can go on the Green Springs Highway and still find suitable living quarters for our crew. This crew meets the Lincoln crew at M.P. 34.3 and is strategically located to take care of the snow removal on this half of the Green Springs Highway.

It is proposed to build a standard building 32'x80' to provide four truck storage bays and a standard shop unit to be located as shown on the attached sketch map, that is; 30' distant from the street and 30' from the south property line of our new site after the southerly portion has been sold to the school district. Our estimate of cost is as follows:

32'x80' - 2560 sq. ft. at $5.00 =	$12,800
12½% engineering and contingencies	1,600
Total contract cost	$14,400

In addition there will be State Force work as follows: Grading -$200, Surfacing $1,000, Gas pumps, tanks and island $1,000, Fence $400, Well and pump $1,000 = $3,600. The overall total of the above is $18,000 which is the amount of the item included in our 1954 budget. The power line is in the street in front of the property, The contractor should install all plumbing but leave the connection to the water supply to be made by State Forces. A septic tank will be necessary and we suggest a disposal field in the area between the building and the street.

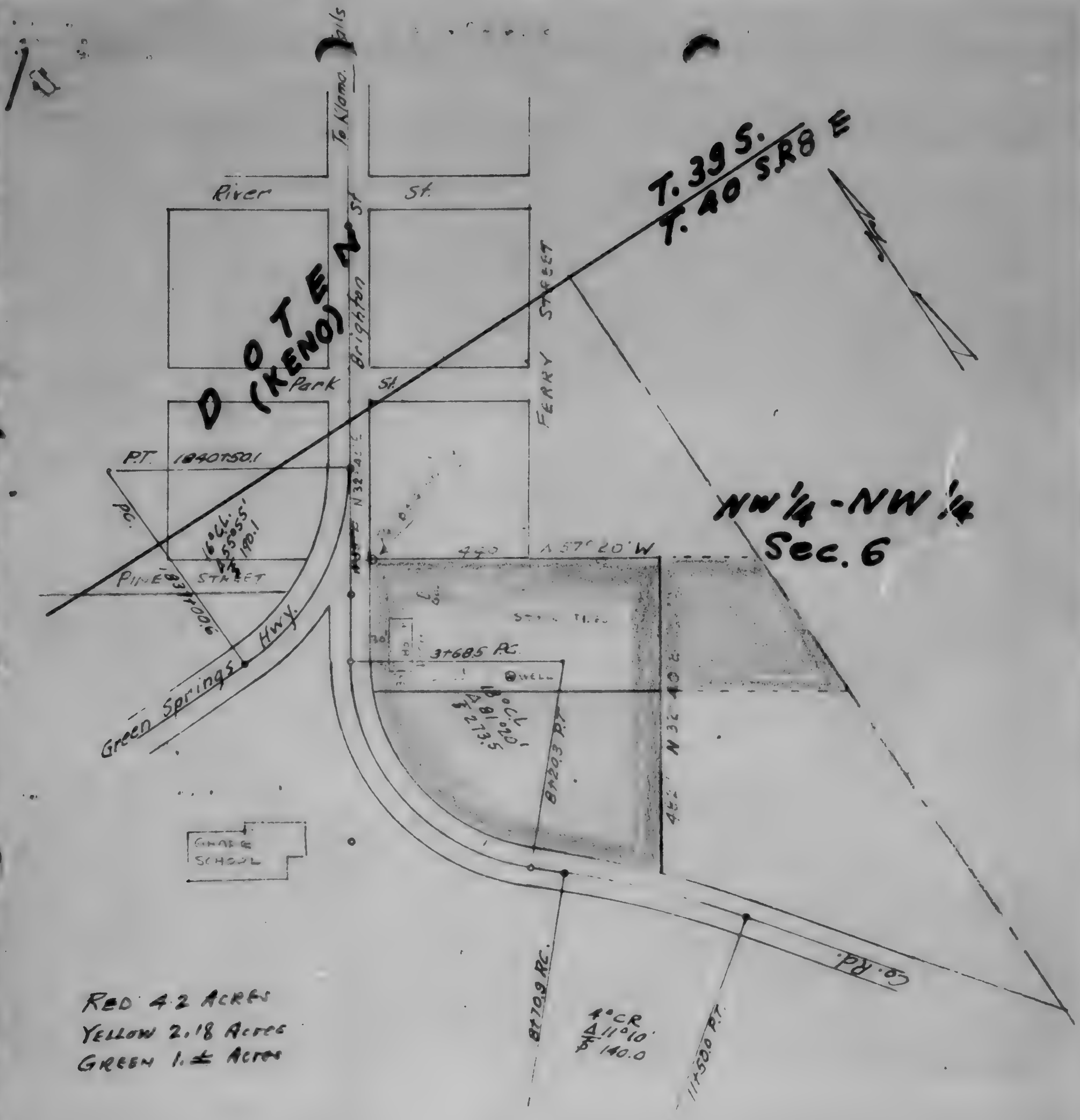
We are advised that there are many wells in the Keno area and that there is no question about our being able to obtain a good supply of water at a reasonable depth. Mr. Chandler is to obtain elevations of the ground showing the relationship to the street in front of the property and as soon as this information is obtained we will be able to determine the floor elevation of the building.

Very truly yours,

NOTED
W. W. STIFFLER

I. A. DeFrance
Assistant Maintenance Engineer

IAD:db
Enclosure cc-
cc- Wm. E. Chandler



Green Springs Hwy MP 49.86
[illegible]
Keno, Ore.
[illegible]

FORM E-30 25M 9-51 62315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 13, 1954

SUBJECT:

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Dear Sir:

Herewith Summary of Maintenance Station Building Improvement budget showing status of projects as of May 1, 1954.

Page 1 - Summary
Page 2 - List of Improvements Pending
Page 3 - List of Carryover work
Page 4,5 List of Transfers and Cancellations
Pages 6,7,8,and 9 List of 1954 Budget Projects

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD:db
Enclosure
cc-

/

SUMMARY

1954 MAINTENANCE STATION IMPROVEMENT BUDGET
AS OF MAY 1, 1954

1954 Original Budget	$[illegible]		
1954 Budget Items Cancelled	[illegible]		
1954 Transfer Items Obligated	[illegible]		
May 1, 1954 Revised Budget	$[illegible]		
1954 Budget Items Obligated		$94,[illegible]	
Transfer Items Obligated		24,98[illegible]	
Budget Items Pending		[illegible]	
Contingencies pending		6,930	
May 1, 1954 Revised Budget		$399,361	
1954 Carryover - Contract			$123,280
- State Force			19,281
Total Carryover			$142,561

IAD:db

2

1954 BUDGET MAINTENANCE STATION IMPROVEMENTS - PENDING AS OF MAY 1, 1954

DISTRICT	PREFIX	DESCRIPTION AND LOCATION	BUDGET	
1-A	26-3402	North Portland - Add Storage Bays.	$ 7,000	
1-B	3-3401	Oregon City - New Maintenance Station	15,000	
1-B	3-3405	Milwaukie - Wash and grease building	4,000	)
1-B	3-3405	Milwaukie - Pave at new building	2,000	
1-B	3-3413	Timberline Junction - Landscape	5,000	
2-B	24-3405	Detroit - New maintenance station	22,000	
2-C	22-3401	Albany - 6 bay building	10,000	
2-C	22-3403	Sweet Home - new maintenance station	16,000	
3-D	10-34	Reedsport - new maintenance building	18,000	x
3-D	10-34	Roseburg - landscape	5,000	
4-A	14-3403	Parkdale - Drain tile and fill ditch	1,200	
4-B	9-3402	Redmond - Tool storage shed	600	
4-B	22-3404	Santiam Junction - Trailer Shelter	8,000	
4-C	18-3408	Odell Lake - 8 bay trailer shelter	17,000	
4-C	18-3404	Keno - new maintenance station	18,000	✓
4-D	19-3402	Lakeview - new maintenance station	36,000	x
5-A	12-3401	Austin - Trailer court and concrete floor	4,900	
5-A	12-3402	John Day - Storage shed and surf. and oil.	7,600	
5-A	12-3402	John Day - Overhead doors old building	2,000	
5-A	12-3408	Long Creek - Add Storage bays	7,000	
5-A	12-3408	Long Creek Gr. surf. oil, fence, etc.	1,600	
5-B	30-3402	Meacham-Gr. and surf. trailer court.	2,500	
5-B	30-3402	Meacham - Employee Cabins	15,000	
5-C	32-3401	Enterprise - Overhead doors	2,100	
5-C	32-3401	Enterprise - Add storage bays	7,000	
5-C	1-34	Baker - Police office building	20,000	
5-D	13-3401	Burns - Add storage bays	7,000	
5-D	13-3401	Burns - insulate and fence	1,000	
5-D	23-3406	Juntura - Construct drain	1,400	
			[illegible]	

1954 CARRYOVER MAINTENANCE STATION IMPROVEMENTS AS OF MAY 1, 1954

CONTRACT CARRYOVER

Contract No	Prefix	Description and Location	Author.	Expended 1953	Carryover
3886	[illegible]	Richland Maintenance Building	$[illegible]	$[illegible]	$[illegible]
[illegible]	[illegible]	Manning Maintenance Building	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	Tillamook Office Building	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible] Maintenance Building	30,2[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible] Maintenance Bldg. Addn.	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	Tamberline Junction and [illegible] Springs [illegible] Shelter	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible] Maintenance Building	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible] Maintenance Building	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible] Office Bldg. [illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible] Jct. Garage	[illegible]	[illegible]	[illegible]
TOTAL			[illegible]	[illegible]	[illegible]

[illegible]

[illegible]	[illegible]	[illegible]			[illegible]
[illegible]	[illegible]	[illegible]			$[illegible]
[illegible]	[illegible]	[illegible]			[illegible]
[illegible]	[illegible]	[illegible]			[illegible]
[illegible]	[illegible]	[illegible]			[illegible]
[illegible]	[illegible]	[illegible]			[illegible]
[illegible]	[illegible]	[illegible]			[illegible]
[illegible]	[illegible]	[illegible]			[illegible]
[illegible]	[illegible]	[illegible]			[illegible]
[illegible]	[illegible]	[illegible]			[illegible]
[illegible]	[illegible]	Jordan Valley [illegible]			[illegible]
[illegible]	[illegible]	Jordan Valley Coal Shed			[illegible]
[illegible]	[illegible]-2408	[illegible] - Coal Shed			[illegible]
[illegible]	[illegible]	[illegible] - Garage & Utility room			[illegible]
TOTAL					$19,281.00

1954 CANCELLATIONS AND TRANSFERS-MAINTENANCE STATION IMPROVEMENTS AS OF May 1, 1954

District	Prefix	Station Work Item	Cancelled	Transferred
3-D	10-34	Roseburg - Curbs, Fence and walks	$ 5,000	
4-A	14-3401	Cascade Locks - Move fence, enlarge yard	1,000	
1-B	33-3405	Warm Springs - 5000 gallon water tank	1,500	
2-C	2-3403	Alsea - Fence	600	
2-C	2-3403	Alsea - Rewire to 3 phase	200	
2-C	21-3401	Waldport - Rewire to 3 phase	200	
3-C	15-3408	Prospect - Trailer Shelter	10,000	
3-B	8-34	Pistol River Residence Contract underrun	4,728.75	
3-D	10-3405	Roseburg - Car Park Building	10,000	
5-D	23-3405	Jordan Valley - Surface and oil yard	500	
5-D	23-3408	Basque - Seal shed	700	
5-D	23-3419	Ontario Office - Air conditioner	100	
1-A	26-3402	Sylvan - Concrete aprons etc.		1,000
1-B	3-3406	Milwaukie - Improve basement rooms		425
1-B	3-3411	Timberline Jct. - Septic tank		60
2-A	29-3401	Tillamook - Venetian Blinds etc.		445
2-A	29-3403	Tillamook - Landscape new building		700
2-C	2-3402	Corvallis - Elec. gas pump		290
2-C	21-3402	Waldport - El. gas pump		340
3-D	10-3405	Roseburg - Move and remodel oil building		6,400
3-D	10-3416	Winchester - State Force ~~and contract overrun~~		3,500
4-A	33-3401	The Dalles - Reset fence on line		650
4-A	33-3402	Dufur - Overhead doors		900
4-B	35-3403	Mitchell - 1000 gallon gas tank		250
4-D	13-3402	Suntex - Wash basin and sink		200
4-D	19-3407	Silver Lake - Septic tank		200
5-B	30-3412	Pendleton - Office building - contract overrun		4,875
5-B	30-3405	Ukiah - Loading dock	150	
~~5~~-B	30-3403	Pendleton - Build loading dock		150
[illegible]	[illegible]	Austin - Insulate maintenance building		300

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1954 CANCELLATIONS AND TRANSFERS-MAINTENANCE STATION IMPROVEMENTS AS OF MAY 1, 1954 (Cont'd.)

District	Prefix	Station	Work Item	Cancelled	Transferred	
5-C	23-3408	Basque -	Gas meters		100	
3-[illegible]	10-34	Winchester -	contract bldg. overrun		6,400	(est.) Contract
5-[illegible]	23-3417	Vale -	Elec. hot water tanks		60	
5-B	30-3401	Athena -	Elec. hot water tanks		60	
[illegible]	23-3406	Juntura -	Elec. hot water tank		60	
3-[illegible]	10-3405	Roseburg -	Chain link fence and gate		1,250	
3-B	3-34	Timberline Jct.	Trailer Shelter Utility room		5,900	(est.) Contract
2-A	35-3404	Fossil -	Move storage bldg. from John Day	300		
TOTAL				$[illegible]78.75	$24,940	

1954 BUDGET - MAINTENANCE STATION IMPROVEMENTS AS OF MAY 1, 1954

District	Prefix	Station	Work Item	Budget	Obligated
1-A	26-3404	Sylvan -	Complete road approach	$ 200	$ 200
	26-3404	" -	Surface and oil	1,500	1,500
	"	" -	Gas Island canopy	500	500
	"	" -	Fence and Gate	600	600
	"	" -	Landscape	500	500
	"	" -	Storage Bins and Cabinets	500	500
	36-3402	Newberg -	Surface and oil	1,855	1,855
	"	" -	Complete service station	200	200
	"	" -	Fence and gate	750	750
	34-3401	Forest Grove-	Oil and surface	375	375
	34-3403	Manning -	Surface and oil	1,575	1,575
	"	" -	Service station	1,500	1,500
	"	" -	Storage bins and cabinets	500	500
	-	" -	Roof over grease rack	300	300
	26-3402	North Portland -	New roof	700	700
	"	" "	Add storage bays	7,000	
1-B	3-3401	Oregon City -	New maintenance building	15,000	
	3-3405	Milwaukie -	Wash and grease building	4,000	
	"	"	Eave troughs on [illegible] serv. sta.	400	400
	"	"	Pave at new building	2,000	
	3-3414	Timberline Jct.-	New dam for water system	500	500
	14-3401	Cascade Locks -	Move fence, enlarge yard	1,000	CANCEL
	26-340[illegible]	Troutdale -	Seal warm bay	600	600
	33-340[illegible]	Warm Springs -	5000 gal. water tank	1,500	CANCEL
	3-3413	Timberline Jct.	Sidewalks and Curbs	5,000	5,000
	3-3413	"	" Landscape	5,000	

1954 BUDGET - MAINTENANCE STATION IMPROVEMENTS AS OF MAY 1, 1954

District	Prefix	Station	Work Item	Budget	Obligated	
2-A	4-3401	Astoria -	Elec. hot water tank	100	100	
	"	" -	Revise heat plant	1,800	1,800	
	4-3403	Jewell -	Elec. hot water tank	100	100	
	4-3404	Seaside -	Elec. hot water tank	100	100	
	"	"	Oil stove	125	125	
	"	"	Eave troughs	75	75	
	[illegible]	[illegible]	500 gallon fuel tank	50	50	
	29-3401	Tillamook	Oil stove	175	175	
	29-3401	Tillamook	Oil surfacing	300	200	
2-B	24-3402	[illegible] -	New maintenance station	[illegible]		
	27-3401	Orange [illegible]	- Gas pump island	800	800	
	"	" "	- Oil surfacing	500	500	
[illegible]	[illegible]	[illegible] -	Fence	600	CANCEL	
	[illegible]	[illegible]	New [illegible] 3-phase	100	CANCEL	
	31-3401	[illegible]	Rewire to 3-phase	[illegible]	CANCEL	
	[illegible]	[illegible] -	New storage building	[illegible]		
	[illegible]	[illegible] -	New maintenance station	[illegible]		
3-A	10-3401	[illegible] -	Fence	225	225	
	10-3409	Geneva -	Gas island canopy	300	300	
	[illegible]	Geneva	Eave troughs	325	325	
3-B	8-34	Pistol River -	Employee house	[illegible]	10,221.25	
[illegible]	15-3408	Prospect -	Trailer shelter	[illegible]	CANCEL	
[illegible]	10-3401	Winston -	Crush rock surfacing	420	400	
	10-34	Reedsport	- New maintenance station	18,000		
	10-34	Winchester	- new maintenance station	20,000	20,000	x
	10-34	Roseburg -	Curbs, fence and walks	2,000	CANCEL	
	10-34	"	- Landscape	5,000		
	10-34	"	- Car Park Building	10,000	CANCEL	

1954 BUDGET - MAINTENANCE STATION IMPROVEMENTS AS OF MAY 1, 1954

8

District	Prefix	Station	Work Item	Budget	Obligated
4-A	14-3402	Parkdale -	Drain tile and fill ditch	1,200	
	33-3404	Shaniko -	Gas pump canopy	600	600
4-B	9-3402	Redmond -	Tool storage shed	600	
	16-3401	Madras -	Gas pump	250	250
	[illegible]-3404	Santiam Jct. -	Trailer shelter	8,000	
4-[illegible]	18-3408	Odell Lake	- 2 bay trailer shelter	17,000	
	18-3404	[illegible] -	New maintenance station	18,000	
	18-[illegible]	Bly -	Oil surfacing	1,200	1,200
	18-3[illegible]	Bly -	Pave storage bays	150	150
4-[illegible]	9-3409	LaPine -	Fence	275	275
	12-3401	Paisley -	Fence	600	600
	19-3402	Lakeview -	Maintenance station	[illegible]	
5-A	12-3401	Austin -	Concrete floor in Snow Bay	[illegible]	
	12-3402	Austin -	Gr. and surface trailer court	[illegible]	
	12-3401	Austin -	Insulate 3 cabins	200	200
	12-3402	John Day -	Surface and oil	[illegible]	
	12-3402	" " -	Add storage bays	7,000	
	12-3402	" " -	Overhead doors old shed	2,000	
	12-3402	" " -	Insulate Ceiling	150	150
	12-3408	Long Creek	Add 2 bays	7,000	
	12-3408	Long Creek	- Gr., surf. oil, fence, water, O.H. doors	3,000	
	[illegible]	Fossil -	Move storage bldg. from John Day	300	CANCEL
5-B	[illegible]-3402	Heppner -	Paint and sign storage shed	350	350
	30-3402	Meacham -	Gravel & surf. trailer court	2,500	
	30-340[illegible]	" -	Two employee cabins	15,000	
	30-3405	Ukiah -	Insulate ceiling and ventilator	325	325
	30-3412	Pendleton -	Office Building	30,000	30,000

1954 BUDGET - MAINTENANCE STATION STATION IMPROVEMENTS AS OF MAY 1, 1954

District	Prefix	Station	Work Item	Budget	Obligated
5-C	1-3401	Baker -	Pave storage bays	700	700
	1-3402	Richland -	New gas pump island	500	500
	1-3405	Huntington	-Insulate and seal	600	600
	31-3403	Union -	Toilet facilities	400	400
	32-3401	Enterprise	- Overhead doors old building	2,100	
	32-3401	"	- Add storage bays	7,000	
	32-3402	Flora -	Surface and oil yard	2,000	2,000
	1-34	Baker -	Police office building	20,000	
5-[illegible]	13-3401	Burns -	Add storage bays	7,000	
	13-3401	Burns -	Insulate building and fence	1,2[illegible]	
	23-3402	Ontario -	Insulate ceiling	200	200
	23-3405	Jordan Valley	- Surface and oil yard	300	CANCEL
	23-3406	Juntura -	Construct drain	1,400	
	"	"	Surface and oil yard	300	300
	23-3408	Basque	Seal shed	750	CANCEL
	23-3419	Ontario	Office building, Driveway	750	750
	23-3419	Ontario	Office Building - Air conditioner	100	CANCEL
Contingencies -				7,170	
TOTAL				400,000	94,101.25

FO[illegible]

FORM E-30 25M 9-51 92816

Maint

Bldg. & Sta.

Keno

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 30, 1953

SUBJECT: Proposed new maintenance headquarters in Keno

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Dear Sir:

Enclosed herewith are sketch map, Original Authorization for Negotiation and Statement of Information covering purchase of a 4½ acre site for the proposed new maintenance headquarters in Keno at M.P. 49.86 on the Green Springs Highway.

The proposed Keno Maintenance Station is in the 1954 Budget not in the 1953 budget. However, the 1954 budget is up for approval at the next Commission meeting so if the right of way purchase for the Keno site came up at this meeting it should be satisfactory.

I have looked over maintenance station sites in this area with Mr. Jones and I believe this is the best site available at a satisfactory location.

We recommend that the Right of Way Department be requested to proceed with the acquisition of this site.

Approved

Very truly yours,

E A Collier
E. A. Collier
Maintenance Engineer

AL:db
Enclosures
cc-

RECEIVED
OCT 1 1953
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
W. W. STIFFLER

21-1604 Depot Slough-Toledo Section of 1954
the Corvallis-Newport Hwy. west
4264 from Toledo

RECEIVED
MAR 13 1956
FOR FILING

9

Files

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 9, 1956

21-1609
(CONTRACT NO.) 4264

(EST. NO.) (CONTRACT NO.) (CONTRACTOR)

4264	5-Post Final	Acme Construction Co.	
(VOUCHER NO.)	(EST. NO.)	(CONTRACTOR)	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
4330	B-145174	$ 944.43	3/9/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: June 30, 1955

Time Extensions: To Sept. 10, 1955

Completion Date: Sept. 10, 1955

Date Accepted: Nov. 3, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-12-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

Ruth Rawlings

[illegible]

Jl

RECEIVED
FEB 28 1956

FOR FILING

21-1804
4264

February 27, 1956

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is ready to release a post-final payment to Acme Construction Company in connection with contract No. 4264, covering the Depot Slough-Toledo Section of the Corvallis-Newport Highway in Lincoln County. The post-final payment is in the amount of $944.43 and the revised total contract amount is $23,719.55.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
JAN 9 1956
FOR FILING

R.H. Baldock

ecember 27th, 1955

FINAL COST ANALYSIS
Grading & Paving
Acme Construction Co., Contractor
Kenneth Boardman, Resident Engineer

Depot Slough-Toledo Section
Contract #4264

Oregon Coast Highway
Prefix 21-1604

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	All		$2,000		$ 1,865.30	$ 2,000.00
Drainage Excavation	269.66	Cu. Yd.	3.00	2.83	762.95	808.98
General "	3,220.2	" "	1.00	0.82	2,643.39	3,220.20
Short Overhaul	5,320.7	Yd. Sta.	0.03	0.023	123.41	159.62
12" Concrete Culv. Pipe	96	Lin. Ft.	2.35	1.69	161.87	225.60
18" " " "	264	" "	4.10	2.77	730.56	1,082.40
24" " " "	54	" "	6.00	4.81	259.90	324.00
6" Perf. Metal Drain Pipe	56	" "	2.00	1.58	88.48	112.00
Special Backfill in Drains	3	Cu. Yd.	6.00	5.40	16.20	18.00
3"-0" Material in Base	687	" "	3.25	3.23	2,219.96	2,232.75
3/4"-0" Material in Base & Shoulders	661	" "	4.00	3.72	2,456.90	2,644.00
Sprinkling	12	M/Gal.	3.00	3.18	38.13	36.00
RS-1 Asphalt in Tack Coat	2.98	Ton	60.00	46.00	137.09	178.80
Class "B" Asphaltic Concrete	926.93	"	10.50	8.89	8,242.12	9,732.77
					$19,746.26	$22,775.12

Gross Revenue	$22,775.12
Total Cost	19,746.26
Net Profit	$ 3,028.86

Net Profit Equals 13.3% of Gross Revenue

Depot Slough-Toledo Section

Contract #4264

Detail of Cost

Labor:

Labor	$ 7,260.00	
Labor Insurance	544.50	
Health & Welfare	279.20	
		$ 8,083.70

Materials:

12" Conc. Culv. Pipe	96	Lin. Ft.	at	$0.89	$ 85.44	
18" " " "	264	" "	"	1.88	496.32	
24" " " "	54	" "	"	2.65	143.10	
6" Perf. Metal Drain Pipe	56	" "	"	1.05	58.80	
RS-1 Asphalt Incl. Freight	2.98	Ton	"	29.50	87.91	
Paving Asphalt Incl. Freight	56	"	"	27.50	1,540.00	
6" Metal Drain Pipe Bands	4	Each	"	1.05	4.20	
Rock Backfill	3	Cu. Yd.	"	2.25	6.75	
Rock in Base & Asphaltic Concrete Mix	2,090	Cu. Yd.	"	1.75	3,657.50	
						6,080.02

Equipment Rentals & Misc. Supplies:

Equipment Rentals, Owned	$2,727.20	
" " , Hired	432.00	
Gas, Oil & Grease	890.86	
Heating Oil	218.54	
Bond	170.81	
P.U.C.	27.50	
P.L. & P.D. Insurance	90.75	
Home Office & Overhead	797.13	
Small Tools & Misc. Supplies	227.75	
		5,582.54

Total Cost $19,746.26

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NOV 14 1955
FOR FILING

Depot Slough-Toledo

Contract #4264

Remarks:

This was a "State Project" calling for the grading and paving of .56 mile of highway roadbed on the Depot Slough-Toledo Section of the Corvallis-Newport Highway in Lincoln County.

This project was bid and awarded August 10th, 1954. Work started June 7th, 1955 and the project was completed September 10th, 1955.

The contractor started clearing June 7th, 1955 with four men and two power saws. The clearing consisted of heavy brush and scattered trees and was done mostly by hand labor. A small profit was realized on the clearing.

The grading was done with a ½ cu. yd. shovel, two 5 cu. yd. trucks, one blade and a Hough loader. Work progressed slowly due to wet weather and old equipment.

The crushed rock used in base and shoulders was hauled from the contractor's stockpile site located north of Agate Beach. This material was hauled with seven 5 cu. yd. trucks, five owned and two hired, and the street work with a cat #12 blade. This rock was crushed on the Depoe Bay-Miner Creek project and had to be hauled approximately 12 miles.

The Class "B" asphaltic concrete was mixed and hauled from the contractor's paving plant set-up located at Carmel Beach north of Agate Beach, a distance of approximately 12 miles. The material was hauled with seven 5 cu. yd. trucks. Street equipment consisted of a Barber-Greene paver and two rollers.

The contractor had high bid prices and with personal supervision realized a good profit.

George Kayser
Cost Analyst

Da

To

Rel

Warran

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31-1604

(CONTRACT NO.)

4534

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 27, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4264	4-Final	Acme Construction Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
21534	2-134393	$ 531.72	10/27/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: **June 30, 1955**

Time Extensions: **to Sept. 10, 1955 without penalty**

Completion Date: **Sept. 10, 1955**

Date Accepted: **Nov. 3, 1955**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **11-8-55**

To the Accounting Division:

Release of the above warrant is hereby authorized

HBGlaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: NOV 9 1955

Ruth Rawlings

NOTED ON CARD
gf

RECEIVED
OCT 21 1955
FOR FILING

-1601
[illegible]

October 20, 1955

CERTIFIED MAIL

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Building
Tacoma, Washington

Gentlemen:

State Highway contract No. 4264 for work performed on the Depot Slough-Toledo Section of the Corvallis-Newport Highway in Lincoln County was completed by the contractor, Acme Construction Co. on September 10, 1955, but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $684.71 will be released to the contractor after acceptance by the Commission. The total contract amount is $22,775.12, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FH

cc - United Pacific Insurance Company
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

10-20-55

RECEIVED
OCT 4 1955
FOR FILING

[illegible]

4264

October 4, 1955

Acme Construction Co.
P. O. Box 306
Eugene, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on September 22, had under discussion your request for an extension of time from June 30 to October 1, 1955 within which to complete your contract No. 4264, covering the Depot Slough-Toledo Section of the Corvallis-Newport Highway in Lincoln County.

We are pleased to inform you that the Highway Commission granted your request for an extension of time to September 10, 1955, the completion date of the contract, without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

[illegible]

cc: J. D. Walker,
Division Engineer

Kenneth Boardman,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
SEP 29 1955
FOR FILING

21-11-4
4264

September 29, 1955

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Acme Construction Co. in connection with contract No. 4264, covering the Depot Slough-Toledo Section of the Corvallis-Newport Highway in Lincoln County. This payment, in the amount of $16,188.03, will be released to the contractor on or after October 10, 1955. The retained percentage is $683.21.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Victor S. Risley
808 Board of Trade Bldg.
Portland 4, Oregon

OTED ON CARD

gf

RECEIVED
SEP 19 1955
FOR FILING

31-1604
4264

September 16, 1955

Request for extension of time
No. 14
September 22 and 23 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from the Acme Construction Company for an extension of time on the Depot Slough-Toledo Section of the Corvallis-Newport Highway, Contract No. 4264, from June 30, 1955 to October 1, 1955.

Extremely wet weather during the fall and winter months did not permit the contractor to operate, and he was unable to begin the job until the area had dried out in the spring of 1955. He actually completed the contract on September 10, 1955, and I recommend the extension be granted to that date without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith

EAP:dt   lg

21-1604

Form E-1—1034

RECEIVED
SEP 1 3 1955
DIVIS[illegible]EER

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 10, 1955

Section Depot Slough-Toledo

Kind of work Grading & Paving

Highway Corvallis-Newport

Section prefix 21-1604

Contractor Acme Construct ion Co.

Contract number 4264

Date of contract Aug. 10, 1954

Date of completion June 30, 1955

Date work started June 7, 1955

Estimated date of completion Sept. 15, 1955

Project authorization $ 29,516.06

Exclusive of Engineering $ 27,417.14

Per cent of time elapsed 122.2 %

Estimated cost of completed project, exclusive of engineering $ 22,773.62

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 2,098.92

Engineering cost to date $ 2293.93, 109.3 %

Date project was completed Sept. 10, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed rocking shoulders and approaches.

NOTED
H.C. SMITH

NOTED
FORREST COOPER
y

RECEIVED
SEP 1 3 1955
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
W. T. WRIGHT

Signed Kenneth Boardman

Address P.O. Box 37, Newport.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.56	0.56			0.56
Miles partially completed					
Miles completed	0.56	0.56			0.56
Total estimated quantities	3,220.2	1,348			926.93
Estimated quantities moved or placed to date	3,220.2	1,348			926.93
Average daily quantities	0	598			0
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	8				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men					8	1	9
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons					6		
Men and tractors							

Equipment used during week: Shovels ...., Power graders ....1.., Rollers ...1........, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., Loader 1 ...., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
OCT 4 - 1954
FOR FILING

21-Hwy
4264

September 30, 1954

Acme Construction Company
P. O. Box 306
Eugene
Oregon

Gentlemen:

We enclose herewith a fully executed copy of Contract 4264, which was awarded to you August 10, 1954 by the State Highway Commission, covering grading and paving on the Depot Slough-Toledo Section of the Corvallis-Newport Highway in Lincoln County. This copy is for your files.

A copy of this contract is also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

RECEIVED

21-1454
4264

August 11, 1954

Acme Construction Co.
P. O. Box 306
Eugene, Oregon

Gentlemen:

The State Highway Commission on August 10, 1954 awarded to you State Highway Contract No. 4264 for 0.56 mile grading and paving on the Depot Slough-Toledo Section of the Corvallis-Newport Highway in Lincoln County. This award was based on your bid of $26,236.50 which was the low bid submitted to the Commission on that day for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

mm
cc: H. G. Smith
E. H. Probert
R. G. Savage-SIAC

RECEIVED
FOR FILING

22 3409
[illegible]

9

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 23, 1954

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4265	3-Final	C. A. Lantz

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
26288	R-111447	$ 5,756.60	12/22/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

Specified Completion Date: Nov. 30, 1954

Time Extensions: None

Completion Date: Nov. 19, 1954

Date Accepted: N Dec. 7, 1954

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-24-54

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD
12-24-54

Warrant Mailed: [illegible] 1954
Ruth Rawlings

RECEIVED
DEC 15 1954
FOR FILING

22-3409

December 14, 1954

REGISTERED MAIL

Phoenix Indemnity Company
360 Pine Street
San Francisco, California

Attention: Mr. J. A. Wynne

Dear Sir:

State Highway Contract No. 4265 covering addition to trailer shelter at Santiam Junction in Linn County was completed by the contractor, C. A. Lantz, on November 19, 1954 and was formally accepted by the Highway Commission on December 7, 1954.

Final payment in the amount of $5,756.60 will be released to the contractor on or after December 24, 1954. The total contract amount is $13,933.10 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. J. S. Lochead
316 N. Church St.
Salem, Oregon

NOTED ON CARD

12-14-54

RECEIVED
OCT 4 - 1954
FOR FILING

22-3-107
4-5

September 30, 1954

Mr. C. A. Lantz, Contractor
3095 South Commercial Street
Salem, Oregon

Dear Sir:

We enclose herewith a fully executed copy of Contract No. 4265, which was awarded to you August 10, 1954 by the State Highway Commission, covering the addition to Trailer Shelter at Santiam Junction in Linn County. This copy is for your files.

A copy of this contract is also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

RECEIVED
[illegible]
FOR FILING

22-[illegible]
4265

August 11, 1954

C. A. Lantz
3095 S. Commercial
Salem, Oregon

Dear Sir:

The State Highway Commission on August 10, 1954 awarded to you State Highway Contract No. 4265 for construction of Addition to Santiam Junction Trailer Shelter in Linn County. This award was based on your bid of $13,790 which was the low bid submitted to the Commission on that day for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

mm
cc: H. G. Smith
S. H. Probert
G. [illegible] Paxson
E. C. Savage-SIAC

RECEIVED
JUN 23 1954
FOR FILING

FORM E-3

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

22-3409
4215

Salem, Oregon
June 22, 1954

SUBJECT: Extension of Santiam Junction
Trailer Shelter

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Dear Sir:

There is an item in the Maintenance Station Improvement Budget for the extension of the Santiam Junction Trailer Shelter. It is proposed to add four standard trailer bays and a utility room which will make available a total of eight trailer bays for this station. There is a septic tank in place, the present trailer shelter is wired and water has been piped to them. We recommend that the trailer shelter extension contract be for constructing the trailer shelter and utility room including lighting and heat for the trailer shelter but, that connections to the septic tank and the extension of water pipes to the trailer bays be left out of the contract. Our estimate of cost is as follows:

Four trailer bays 22' wide plus one utility bay
14' wide total 102'x34' deep = 3468 sq. ft.
cost is estimated at $2.00 per sq. ft. - - - - $6,936.

The cost of the utility room is estimated at $5,000 making a total of $11,936 adding 12 per cent contingencies and engineering ($1492) which makes a total of $13,428. We estimate there will be $572 cost to the State for installing sewer connections, water connections and spreading a few cinders in the yard area in front of the extension - making a total of $14,000.

The item in the budget was only $8,000 due to our poor estimate of the cost of the utility room. We recommend however, that the project be authorized as proposed and that sufficient funds be transferred from some other project to cover the cost. Possibly funds originally set up for the Detroit building could be earmarked to cover this transfer inasmuch as we understand there is to be no State building constructed at Detroit.

APPROVED 6-22-54

W. W. Stiffler
Assistant State Highway Engineer

Very truly yours,

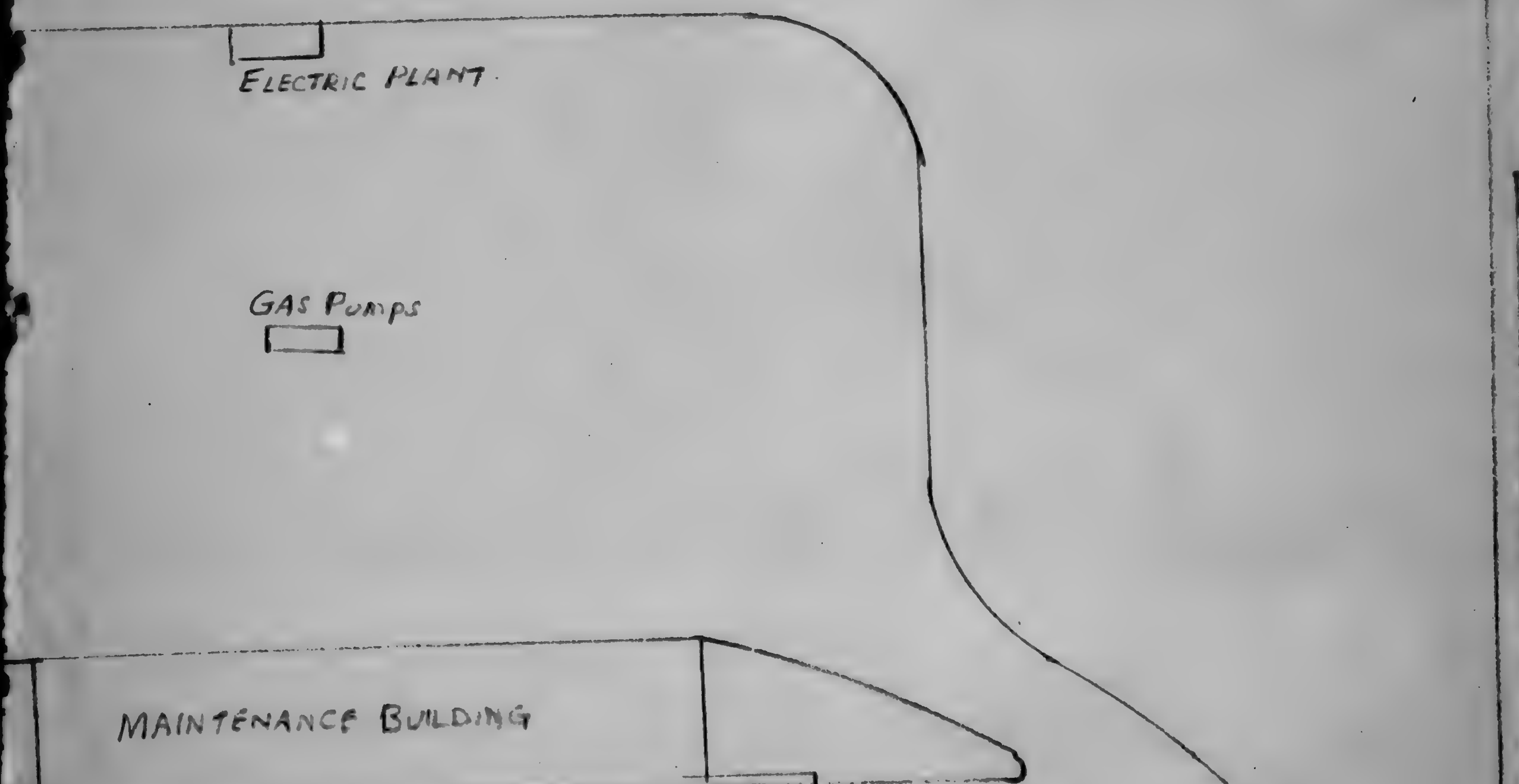
I. A. DeFrance
Assistant Maintenance Engineer

IAD:db
cc-

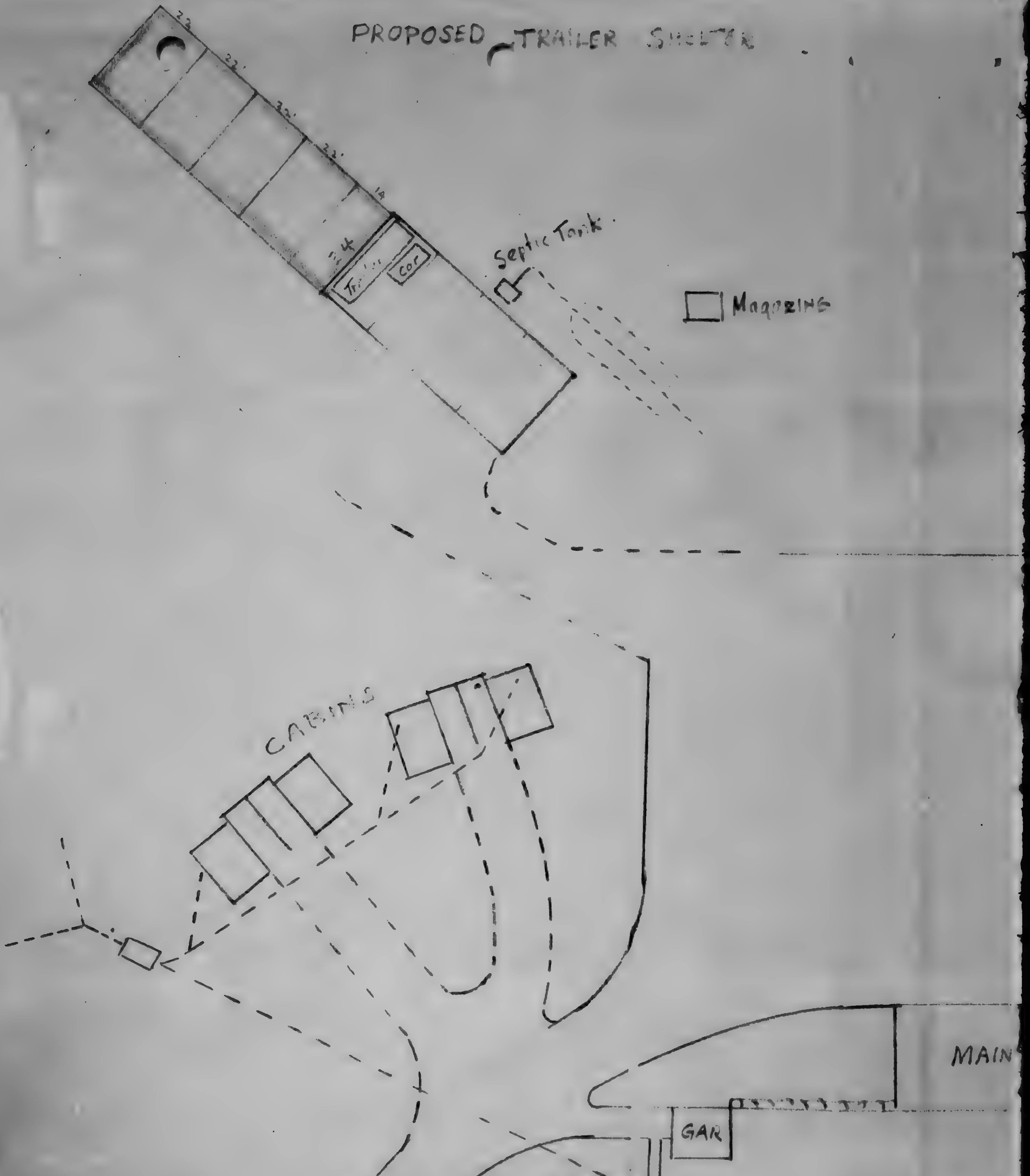
NOTED
W. W. STIFFLER

SANTIAM JUNCTION

SCALE 1" : 40'



PROPOSED TRAILER SHELTER



IAU
10-21-52

FLH-3(14) Jackson Cr.-Tenmile Cr., 1954
I.O.N. Hwy.
#4266

4

1957

W. C. WILLIAMS

January 23, 1957

Jackson Creek-Ten Mile Creek
Contract No. 4266
FLH-3(4)

FINAL COST ANALYSIS

Paving
Warren Northwest, Inc., Contractor
Alvin J. Wallace, Resident Engineer

I.O.N. Highway
Prefix: 123-1055 FLH 3-(4)

4266 Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
RS-1 Asphalt in Tack Coat	4.97	Tons	$50.00	$ 83.82	$ 416.59	$ 248.50
Class "B" Asph. Conc. in Patch	1,680.08	Tons	6.50	7.003	11,761.79	10,920.52
Class "B" Asph. Conc.	22,438.32	Tons	5.90	6.287	141,087.96	132,386.09
3/4"-0 Mat'l in Shldrs.	4,614	Cu. Yds.	3.00	2.502	11,546.31	13,842.00
PA #1 RS-1 Asph. in Fogging	3.77	Tons	95.00	105.11	396.27	358.15
*PA #2 Motor Patrol, Blade Grader	337.5	Hours	10.00	10.00	3,375.00	3,375.00
*PA #2 D-7 Bulldozer	124	Hours	11.90	11.90	1,475.60	1,475.60
*PA #2 Pit Run Material	5,467	Cu. Yds.	0.75	0.75	4,100.25	4,100.25
*PA #2 Hauling Pit Run Material	16,730	Yd/Mile	0.18	0.18	3,011.40	3,011.40
*PA #2 3/4"-0 Cr. Mat'l in Shoulders	1,099	Cu. Yds.	3.00	3.00	3,297.00	3,297.00
*PA #3 18" Corr. Metal Pipe, Uncoated	328	Lin.Ft.	3.65	3.65	1,197.20	1,197.20
*PA #3 18" Connecting Bands	50	Each	3.65	3.65	182.50	182.50
*PA #3 24" Corr. Metal Pipe, Uncoated	46	Lin.Ft.	5.90	5.90	271.40	271.40
*PA #3 24" Connecting Bands	7	Each	5.90	5.90	41.30	41.30
*PA #3 36" Corr. Metal Pipe, Uncoated	38	Lin.Ft.	10.90	10.90	414.20	414.20
*PA #3 36" Connecting Bands	4	Each	10.90	10.90	43.60	43.60
					$182,618.37	$175,164.71
Class "B" asphalt sold to State at plant	501.41	Tons	$ 5.50	$ 5.178	$ 2,596.30	$ 2,757.75
TOTAL					$185,214.67	$177.922.46

* Work done all or in part by C. E. Leseberg

RECEIVED
JAN 24 1957
OFFICE OF
STATE HIGHWAY ENGINEER

Contract No. 4266

Total Cost	$185,214.67
Gross Revenue	$177,922.46
Net Loss	$ 7,292.21

Net Loss Equals 4.1% of Gross Revenue

Contract No. 4266

DETAIL OF COST

Warren Northwest

Labor:

Labor and Supervision	$32,189.53	
Labor Insurance	2,591.80	
Health and Welfare	1,128.61	
		$ 35,909.94

Materials:

85-100 Asphalt	1,692.41	Tons	At	$35.59	Inc. Frt.	$60,247.19	
RS-1 Asphalt	8.74	"	"	33.96	" "	296.81	
							$ 60,544.00

Equipment Rentals and Miscellaneous Supplies:

Equipment Rentals (Owned)	$32,479.35	
Hired Trucks	14,519.12	
Gas, Oil, and Grease	4,769.75	
Small Tools and Misc. Supplies	1,271.20	
Freight and Cartage	7,264.52	
Heat Oil	9,669.58	
P.L. and P.D. Insurance	392.71	
Bond	785.95	
Home Office and General Overhead	3,990.90	
		$ 75,143.08

Paid to C. E. Leseberg	$ 13,617.65
TOTAL COST	$185,214.67

BREAKDOWN OF CRUSHING COST

	Quantity	Unit	Total Cost	Unit Cost
Move In and Set Up	25,834	Cu. Yds.	$ 6,888.96	$0.266
Feed Crusher	25,834	Cu. Yds.	6,883.88	0.266
Crushing	25,834	Cu. Yds.	11,569.51	0.447
Stockpiling at Plant	25,834	Cu. Yds.	1,802.17	0.069
Cost in Stockpile	25,834	Cu. Yds.	$27,189.52	$1.048

The crushing plant operated 170 hours for an average production of 151.9 cubic yards per working hour.

BREAKDOWN OF PAVING COST

	Quantity	Unit	Total Cost	Unit Cost
Move In, Set Up	25,116.3	Tons	$ 8,642.72	$0.344
Feed Aggregates to Plant	25,116.3	Tons	4,925.88	0.196
Heat and Mix	25,116.3	Tons	33,865.84	1.348
Cost of Plant Aggregates	25,116.3	Tons	21,202.27	0.844
Cost of Asphalt (Inc. Freight)	25,116.3	Tons	61,452.13	2.446
Cost of Class "B" at plant	25,116.3	Tons	$130,008.84	$5.178 Per Ton

	Class "B" in Patching		Class "B" Asphalt	
	Total Cost	Unit Cost	Total Cost	Unit Cost
Cost of Class "B" at Plant	$ 8,694.41	$5.178	$116,185.62	$5.178
Hauling Class "B" Asphalt	1,259.07	0.749	12,298.77	0.548
Flagging & Street Work	1,808.31	1.076	12,603.57	0.561
TOTAL COST	$11,761.79	$7.003	$141,087.96	$6.287

A 4,000 pound batch paving plant operated 233 hours to produce 25,116.3 tons, an average of 107.7 tons per working hour.

Note: 472 tons of plant mix was wasted due to excessive dirt and poor mix. The contractor received no payment for what was wasted.

Remarks:

This was a "Federal Aid Project", calling for the construction of 10.0 Miles of asphaltic concrete pavement and construction of 10.0 miles of rock shoulders. The Project was bid August 10, 1954 and all work was completed April 24, 1956.

On September 22, 1954, the contractor started moving his crushing equipment into a gravel deposit located on the easterly side and adjacent to the highway at Mile Point 112.61 on the I.O.N. Highway. The crusher was fed with a 3/4-cubic yard shovel and two 6-yard dumpters. No scalping screen was used in production of plant mix and 3/4"-0 materials, which resulted in excessive amounts of fines in plant mix material. High production was encountered on all crushed materials. Crushing was completed October 29, 1954.

On April 28, 1955, the contractor started moving in a 4,000-pound batch paving plant adjacent to the stockpile at the gravel deposit. Paving was started May 10, 1955 and all paving was completed June 27, 1955. Due to excessive fines in plant mix, which retarded production, and lost time encountered due to truckers' strike, a loss was suffered on all Class "B" asphaltic concrete.

By not having enough shoulder width, the Bureau of Public Roads would not accept the project until the shoulders were 3' in width. This work was contracted under price agreements. Due to adverse weather, this project was not completed until April 24, 1956.

Due to excessive fines in plant mix materials and lost time, the contractor suffered a loss from this project.

NOTE: Unable to get cost from Warren Northwest until December 28, 1956.

M. N. Juve
Chief Cost Analyst

By

K. T. Wechter

RECEIVED
JUN 15 1956
FOR FILING

B-11

4266

June 14, 1956

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

The State Highway Commission at its meeting held on June 4 had under discussion your request for an extension of time from June 31, 1955 to June 30, 1956 within which to complete your contract No. 4266, for paving on the Jackson Creek-Tenmile Creek Section of the I. O. N. Highway in Malheur County.

We are pleased to inform you that the State Highway Commission granted your request to and including April 21, 1956, the actual completion date of the contract. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily accept any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. F. Parson,
Division Engineer

Alvin Wallace,
Resident Engineer

Forrest Cooper,
Construction Engineer

FLH-3 (1)

OREGON STATE HIGHWAY DEPARTMENT
(date)
June 12, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4266	8-Final	Warren Northwest, Inc.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
11833	R-152746	$ 5,254.94	6/12/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: July 31, 1955

Time Extensions: to April 21, 1956

Completion Date: April 21, 1956

Date Accepted: June 4, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 6-12-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JUN 13 1956

Ruth Rawlings

NOTED ON CARD
jf

RECEIVED
JUN 1 - 1956
FOR FILING

FLH-3 (4)

4266

June 1, 1956

CERTIFIED MAIL

Federal Insurance Company
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4266 for paving on Jackson Creek-Tenmile Creek Section of the I.O.N. Highway in Malheur County was completed by the contractor, Warren Northwest, Inc., on April 21, 1956 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $5,254.94 will be released to the contractor after acceptance by the Commission. The total contract amount is $175,164.71, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Federal Insurance Co.
Robt. E. Wallace, Manager
320 California St.
San Francisco 4, Calif.

NOTED ON CARD
gl

RECEIVED
MAY 31 1956
FOR FILING

May 31, 1956

Oregon State Highway Commission

Request for Extension of Time
No. 5
June 4-5 Meeting

Gentlemen:

Herewith is a request from Warren Northwest, Inc., for an extension of time on the Jackson Creek-Tenmile Creek Contract No. [illegible].

This project was substantially completed by the specified completion date, but, at the request of the Highway Commission, the contractor entered into a price agreement for reshaping and building up the shoulders and extending existing culvert pipes. Due to adverse weather conditions in the early fall, the contractor was unable to complete the job until this spring.

The State materially benefited by having this contractor do this extra work, and the State has not suffered any inconvenience or added expense. The project was actually completed on April 21, 1956, and I recommend the extension to and including that date without penalty.

Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

Enclosure

cc Mr. Forrest Cooper

EAP er

RECEIVED
MAY 28 1956
FOR FILING

[illegible]

4266

May 25, 1956

CERTIFIED MAIL

Federal Insurance Co.
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Warren Northwest, Inc. on contract No. 4266, covering the Jackson Creek-Tenmile Creek Section of the I.O.E. Highway in Malheur County. This payment, in the amount of $11,949.77, will be released to the contractor on or after June 4, 1956. The retained percentage is $5,254.94.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Federal Insurance Co.
Robt. E. Wallace, Manager
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

RECEIVED
MAY 4 - 1956
FOR FILING

[illegible] (14)
4266

May 3, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Jackson Creek-Tenmile Creek Contract No. 4266, Oregon FLH-3 (14), from July 31, 1955 to April 21, 1956, inclusive, to Warren Northwest, Inc., contractor.

The project was substantially completed by the specified completion date, but at the request of the Highway Commission, the contractor entered into a price agreement for reshaping and building up the shoulders and extending existing culvert pipes. Due to adverse weather conditions in the early fall, the contractor was unable to complete the job until this spring.

The State benefited by being able to have this contractor do the extra work, and we have suffered no inconvenience or added expense. I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc to: Forrest Cooper

RECEIVED
MAY 3 - 1956
FOR FILING

FLH-3 (14)
4-2

May 2, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on April 21, 1956 on Contract No. 4266, Jackson Creek-Tenmile Creek Section, in Malheur County, in connection with Federal Aid Project No. FLH-3(14).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:bb

cc: John Cottrell

Form E-1-Rev 6-55—10M

14

7

O[illegible]EGON STATE HIGHWAY DEPARTM[illegible]T

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 28, 1956

Section Jackson Creek-Tenmile Creek

Kind of work Paving

Highway I.O.N.

Section prefix 123-1055 FLH-3 (14)

Contractor Warren Northwest Inc.

Contract number 4266

Date of contract August 10, 1954

Date of completion July 31, 1955

Date work started September 22, 1954

Estimated date of completion April 21, 1956

Project authorization $188,565.75

Exclusive of Engineering $175,156.63

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 175,156.63

Estimated per cent overrun or underrun 0 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $13,409.12

Engineering cost to date $12,715.38, 95 %

Date project was completed April 21, 1956, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Sub-Contractor finished the placing of Shoulder Material and finished shaping the shoulders on this project Friday April 21, 1956. Project inspected by Mr. A.F. Parson, Division Engineer Wednesday, April 25, 1956. Sub-Contractor moved out all equipment and had job all cleandd up Monday April 24, 1956.

Semi-Final Estimate should be completed by Normal Estimate date, May 5.

Final Report this Project.

NOTED
R. D. ASBURY

NOTED
[illegible]

NOTED
L. H. Young

NOTED
[illegible]

RECEIVED
APR 3 1956
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
C. E. PAULSEN

Signed Glenn J. Wallace

Address Burns, Oregon

NOTED
V. D. WOLFE

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 86385

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
iles in project					10
Miles partially completed					10
Miles completed					10
Total estimated quantities (contract)					25,200
Total quantities corrected to date	10 miles Shoulder Work				24,018
Estimated quantities moved or placed to date	10				24,018
Average daily quantities					774
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					

Average force on project for week

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers........., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Clear	None	
Tuesday	Pt.Cloudy	"	
Wednesday	Showers	"	
Thursday	"	"	
Friday	Cloudy	"	
Saturday			

Form PR 2 (Revised 1950)

CPR8-1920 6

State Oregon

Project No. FLH-3(14)

4246

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 26th day of January, 1956, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 16th day of July, 1954, a program, which was approved on the 22nd day of July, 1954, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 23rd day of July, 1954, and the sum of one hundred seventy-five thousand and 00/100 dollars ($175,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

CPR8-1920

Form PR 2 (Revised 1950)

State Oregon

Project No. FLH-3(14)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 26th day of January, 1956, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 16th day of July, 1954, a program, which was approved on the 22nd day of July, 1954, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 23rd day of July, 1954, and the sum of one hundred seventy-five thousand and 00/100 dollars ($175,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.

(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 362+76.1 and 890+76.1 north of McDermit, Nevada,

, length 10.000 miles, in Malheur County, being Oregon project No. FLH-3(14), consisting of 10.000 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, [illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred seventy-five thousand and 00/100 dollars ($175,000.00), which does not exceed the authorized Federal pro rata share of one hundred ninety-eight thousand, four hundred and 40/100 dollars ($198,400.40), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing

Chapter 529, Laws 1939.

funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By ____________________
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By ____________________
Member, State Highway Commission
(Title of officer)

By ____________________
(Title of officer)

By ____________________
(Title of officer)

RECOMMENDED FOR APPROVAL
____
Deputy State Highway Engineer

COMMISSIONER OF PUBLIC ROADS,

By ____________________
Division Engineer,
Bureau of Public Roads.

4

Oregon State Highway Department

Federal Aid Project
No. FLH-3 (14)

JACKSON CREEK-TENMILE CREEK SECTION
OF THE I. O. N. HIGHWAY IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 23, 1954

Type Code 6201
Roadway (Sta. 362+76.1 to Sta. 890+76.1)

80	tons	RS-1 Asphalt in Tack Coat	$ 60.00	$ 4,800.00
2,700	tons	Class "B" Asphaltic Concrete in Patching	7.50	20,250.00
23,600	tons	Class "B" Asphaltic Concrete	6.50	153,400.00
2,200	cuyds	3/4" - 0 Material in Shoulders	3.00	6,600.00
56	M-gal.	Sprinkling	4.00	224.00
			Subtotal	$185,274.00
			10% Engr. & Cont.	18,527.40
			Total	$203,801.40

Length of Roadway	10.000 miles
Cost of Roadway per mile	$20,380.14

Federal Funds	$200,000.00
State Funds	3,801.40
	$203,801.40

6

RECEIVED
DEC 6 - 1955
FOR FILING

F.I. 4 - 2 (14)
4266

December 5, 1955

CERTIFIED MAIL

Rodgers Insurance Agency,Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Warren Northwest,Inc. a portion of the funds heretofore retained by the Commission on contract No. 4266, covering the Jackson Creek-Tenmile Creek Section of the I.O.N. Highway in Malheur County.

This payment, in the amount of $7,786.89, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $4,784.16. The present payment will be released on or after December 15, 1955.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Federal Insurance Co.
Robt. E. Wallace, Manager
320 California St.
San Francisco 4, Calif.

NOTED ON CARD
gl

8

RECEIVED
U AUG 19 1955
FOR FILING

FLH-3(14)

4246

5970-

August 16, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

In reply to your letter of July 27 having reference to deficiency in shoulder width and stability on the Jackson Creek-Tenmile Section of the I.O.N. Highway, Oregon Project FLH-3 (14), advise that we are negotiating an Extra Work Order project with the contractor to provide for satisfactory shoulder width and stability. There is a sufficient amount of underrun on the paving project to provide financing for the proposed shoulder work, estimated to cost approximately $18,000.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

[redacted]

cc Mr. H. G. Smith

FORM 230—50M—2-55—62906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 2nd, 1955

NOTED
W. C. WILLIAMS

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

Dear Sir:

In regard to Assignment #5972, construction of additional width on the Jackson Creek-Tenmile Section of the I.O.N. Highway, Oregon Project FLH-3(14), I called Mr. Wininger by phone this morning, and he advised me he has had great trouble in locating a blade but has some prospect of getting one in Boise as soon as the owner can be located.

I also suggested he contact C. E. Leseberg, who has nearly finished grading the Arock Section, to see if he would be interested in subcontracting the widening.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

RECEIVED
AUG [illegible] 1955
OFFICE OF
STATE HIGHWAY ENGINEER

ASSIGNMENT

Date: July 28, 1955 No. 5972 By WCW

Description: Letter of July 27 by C. G. Polk regarding condition in which contractor left his project on the Jackson Creek-Tenmile Section, I.O.N. - Oregon Project FLH-3 (14).

Acknowledged by____ Referred to Smith ✓

- __Investigate and report with recommendation
- XX Such action as necessary and report
- __Comment or recommendation
- __Return with rough draft of reply
- __Prepare reply for signature of Mr.______
- __Contact correspondent and report

Remarks: What have you been able to work out with contractor?

WCW

PLEASE RETURN TO
W. C. WILLIAMS

Executed X______ Report Received______

OF COMMERCE
PUBLIC ROADS
ON EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

NOTED
W. C. WILLIAMS

July 27, 1955

PLEASE RETURN TO
W. C. WILLIAMS

Jackson Creek-Tenmile Section,
I.O.N. - Oregon Project FLH-3(14)

of subject project it was noted
r had completed the paving work
the shoulders in some areas were
erally lacking in stability.

e corrective measures you intend
to adopt.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

REFERRED TO
Williams
By State Highway Engineer
Please prepare
answer

RECEIVED
JUL 27 1955
OREGON
STATE HIGHWAY COMMISSION

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

NOTED
W. C. WILLIAMS

08-35

July 27, 1955

PLEASE RETURN TO
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Jackson Creek-Tenmile Section,
I.O.N. - Oregon Project FLH-3(14)

Dear Sir:

On a recent inspection of subject project it was noted that although the contractor had completed the paving work and removed his equipment, the shoulders in some areas were deficient in width and generally lacking in stability.

Please advise as to the corrective measures you intend to adopt.

Very truly yours,

G Polk
C. G. POLK
District Engineer

REFERRED TO
Williams
By State Highway Engineer
Please prepare
answer

RECEIVED
JUL 27 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 16 1954
FOR FILING

FLH - 3 (14)

November 9, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on September 22, 1954, on Contract No. 4266, Jackson Creek-Tenmile Creek Section, in Malheur County, in connection with Federal Aid Project No. FLH-3 (14).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:ia

RECEIVED
NOV 1 1954
FOR FILING

FL11-3(4)

926

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 29, 1954

SUBJECT:

To: Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

It is noted that Laboratory Reports Nos. 351123 and 351124 on the Jackson Creek-Ten Mile Creek, Contract No. 4266, shows an excessive amount of P.I. on the 3/4-0 crushed gravel.

Please take immediate steps to see that this material is not incorporated in the paving.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

cc to: W. C. Williams
Alvin Wallace

RECEIVED
OCT 29 1954
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 1 1954
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project FLH-3(4) Jackson Cr.-Tenmile Cr.
Highway I. O. N.
Contractor Warren Northwest, Inc.
Submitted by A. J. Wallace
Contract No. 4266
Prefix No. 123-1055
County Malheur
F. A. Project No. FLH-3(14)
Date reported Oct. 28, 1954

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material M.P. 112.61, I.O.N. Hwy. Sta. 277+50
Sampled at Plant
To be used ~~Shoulders~~
Sampled by E. W. Indigo
Date received Oct. 27, 1954
Quantity represented

TEST RESULTS

Laboratory No. 351124
Data Sheet No. A37465
Type of material Cr. Gravel 3/4-0
Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
3/4	0	0	
1/2	12.4	12.4	
1/4	31.3	43.7	
10	27.3	71.0	
40	13.1	84.1	
P40	15.9	15.9	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler
Specific gravity (Le Chatelier)
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss
Asphalt stripping: Natural fines
Manufactured fines
Plasticity index: Natural fines 13 %
Manufactured fines %
Liquid limit: Natural fines 41 %
Manufactured fines %

NOTED
W. C. WILLIAMS

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:
x Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Parson
x Resident Engineer Wallace
Dist. Maint. Supt.
Foreman
x Files
x W. C. Williams
x Geology & Soils

State Printing 73213

Engineer of Materials

RECEIVED
SEP 7 - 1954
FOR FILING

September 3, 1954

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4266, which was awarded to you on August 10 by the State Highway Commission, for paving on the Jackson Creek-Tenmile Creek Section of the I. O. N. Highway in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
AUG 16 1954
FOR FILING

[illegible]
[illegible]

August 11, 1954

Warren Northwest, Inc.
9860 N. E. Hancock Drive
Portland, Oregon

Gentlemen:

The State Highway Commission on August 10, 1954 awarded to you State Highway Contract No. 4266 for 10.0 miles paving on the Jackson Creek-Tenmile Creek section on the ION Highway in Malheur County. This award was based on your bid of $167,614 which was the low bid submitted to the Commission on that day for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

mm
cc: H. G. Smith
J. H. Probert
R. G. Savage--SIAC

File

OREGON DISTRICT
FLH 3(14)
[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

August 10, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract on Oregon Project FLH-3(14), Jackson Creek-Tenmile Creek Section of the I.O.N. Highway, contract No. 4266, to Warren Northwest, Inc., Portland, Oregon, low bidder in the amount of $167,614.00.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
AUG 16 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

FLH-3 (14)
H266

July 28, 1954

NOTED
W. C. WILLIAM

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The addition of Project FLH-3(14) to the Oregon Federal Lands Highway Program was approved by Acting Commissioner A. C. Clark effective July 22, 1954. The approval is with the understanding that any portions of U.S. 95 within the limits of this project which may be private lands will be improved to similar standards with or without Federal-aid participation.

The item will appear on the program as follows:

Project No.	FLH-3(14)
County	Malheur
FAS Route No.	513
State Route No.	456, US 95
Termini:	From point 17.13 miles north of State Line to point 7.13 miles north of State line.
Total Cost	$200,000
Federal Funds	$200,000
Total Length	10.0 miles
Length on Public Lands	10.0 miles
Length on other lands	0
Character of Work	2-lane high type pavement

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
JUL 29 1954
OREGON
STATE HIGHWAY COMMISSION

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

FLH-3 (14)
4266

July 23, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project FLH-3(14), Jackson Creek-Ten Mile Creek Section of the I.O.N. Highway in Malheur County.

This is to authorize your advertising for bids.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

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OREGON
STATE HIGHWAY COMMISSION

RECEIVED

FOR FILING

FLH-3(14)

4266

July 16, 1954

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Approval is requested of the use of $200,000 of Federal Lands Highway Funds in the improvement of a 10-mile section of the I. O. N. Highway in Malheur County. Program information for the project is as follows:

County	Malheur
Project No.	FLH-3 (14)
Federal Route No.	FAS 513
State Route No.	456
Termini	From point 17.13 miles north of State line to point 7.13 miles north of State line
Total Cost	$200,000
Federal Funds	$200,000
Total Length (miles)	10.0
Length on Public Lands	10.0
Length on Other Lands	0
Character of Work	2-lane high type pavement

Traffic volumes are as follows:

1953 Data:	
ADT	200
Per cent commercial	15%
1973 Data:	
ADT	400
Per cent commercial	15%

The existing road is of good alignment and grade. It carries an oil treated gravel surfacing of 20-foot width, which has proved to be inadequate. The proposed improvement consists of the addition of a 3½-inch resurfacing, 20 feet wide, with shoulders of crushed gravel, 2 feet wide.

A small scale drawing showing the location of the project and the proposed cross-section is enclosed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:gs

Encl.

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6 1953
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

FLH-3 (14)
4266

March 6, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of February 9, 1953 requesting information as to the availability of the $5,000,000 of Federal Lands funds authorized for appropriation for the fiscal year 1952. You had previously been advised that consideration would be given for the allocation of a portion of these funds, when available, for reconstruction of some 50 miles of the I.O.N. Highway, Project FLH 3(14).

We now have advice from Deputy Commissioner H. E. Hilts that $3,625,000 has been made available from the $5,000,000 authorized for appropriation for the fiscal year 1951, but that there is at the present time (February 27) no budget requests for additional funds.

Under the circumstances, this office is of the opinion that none of the funds authorized for appropriation for fiscal year 1952 will be made available during the current calendar year.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

NOTED
W. C. WILLIAMS

RECEIVED
FEB 11 1953
FOR FILING

Const
R/W
I.O.N. Hwy

February 9, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

The growing need of improvement evidenced by our I.O.N. Highway during recent months prompts us to make inquiry as to the prospects for an early release of Public Lands Highway Funds for that highway.

You will recall that in your letter of September 5, 1952, you quoted from a letter from Acting Commissioner Hilts to the effect that consideration would be given to our request for an allocation for the I.O.N. Highway at such time as the $5,000,000 authorized for appropriation for the fiscal year 1952 is available. It has occurred to us that possibly by this time that authorization may have become available.

We are experiencing difficulty in keeping the road in reasonably satisfactory condition and at times we find it necessary to enforce special load restrictions on the traffic using it. With traffic increasing at a fairly rapid rate, we are fearful of a general breakdown unless some action is taken soon. As stated in previous correspondence, the amount of money we have available for roads of this class in the area in which this road is located is limited, and all but the $200,000 needed to use on the project along with the Public Lands Funds is already "earmarked" for other needed improvements in the area.

We would appreciate your bringing this matter to the attention of your Washington office to ascertain for us, if possible, when some action in the matter may be expected.

Very truly yours,

R. H. Baldock
State Highway Engineer

SHP:gs

BFI-324(10) Crosby Rd.-Concomley Rd. 1954
Unit, Willamette R.-Hayesville
#4267 Sec., Portland-Salem Exp.

RECEIVED
AUG 14 1957
FOR FILING
BFI-224(10)
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

(date) August 9, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4267	14-Post Final	Porter W. Yett	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
17853	H-188500	$ 42,901.83	8/9/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1955

Time Extensions: Aug. 8, 1956

Completion Date: Aug. 8, 1956

Date Accepted: Sept. 27, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Aug. 12, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: AUG 13 1957

Ruth Rawlings

NOTED ON CARD
[illegible]

RECEIVED
JUL 30 1957
FOR FILING

BFI 324(40)

4267

July 30, 1957

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

You are hereby notified that a post-final payment will be made to Porter W. Yett on Contract No. 4267, for paving on the Crosby Road-Concomley Road Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion County. This payment will be made as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $921,476.48, including the post-final payment of $42,901.83. Of the total, $8,059.62 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Tate, Westenfelder & Berg, Inc.
Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

BFI-324 (10)
4267

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 18, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4267	13-Final	Porter W. Yett

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
22513	H-163662	$ 26,362.30	10/18/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1955

Time Extensions: to Aug. 8, 1956

Completion Date: Aug. 8, 1956

Date Accepted: Sept. 27, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-22-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: OCT 22 1956

Ruth Rawlings

[illegible]

1

RECEIVED
OCT 12 1956
FOR FILING

BFI-324 (16)

4267

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 11, 1956

SUBJECT: Contract No. 4267 - Claim for Additional Compensation

To: Forrest Cooper

Attached herewith, a copy of a letter from Porter W. Yett notifying us of his intention to claim additional compensation for work performed under State Highway Contract No. 4267.

He has signed the final estimate and it is being processed for payment.

C H Maison
C. H. Maison

CHM:cg

Enclosure

cc: C. W. Enfield
Tom Edwards
S. H. Probert
Carl F. Smith

NOTED
FORREST COOPER

RECEIVED
1956
OFFICE OF
STATE HIGHWAY ENGINEER

1

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OCT 12 1956
FOR FILING

FORM [illegible] 10-54—79485

PIE-324 (18)

4267

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 11, 1956

SUBJECT: Contract No. 4267 - Claim for Additional Compensation

To: Forrest Cooper

Attached herewith, a copy of a letter from Porter W. Yett notifying us of his intention to claim additional compensation for work performed under State Highway Contract No. 4267.

He has signed the final estimate and it is being processed for payment.

C H Maison
C. H. Maison

CHM:cg

Enclosure

cc: C. W. Enfield
Tom Edwards
S. H. Probert
Carl F. Smith

NOTED
FORREST COOPER

RECEIVED
[illegible] 1956
OFFICE OF
STATE HIGHWAY ENGINEER

A

RECEIVED
OCT 12 1956
FOR FILING

~~STONE~~ PLANT—ROCKY POINT, OREGON

SHIPMENTS BY BARGE, TRUCK OR RAIL

PORTER W. YETT

Contractor

READY-MIXED CONCRETE • CEMENT • CRUSHED STONE • SAND, GRAVEL AND SCREENINGS • ASPHALT AND CONCRETE PAVING

6500 N. E AINSWORTH ST. PHONE WEbster 3251 PORTLAND 13, OREGON

October 10, 1956

[illegible]

4267

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. W. C. Williams, Engineer

Gentlemen:

W. C. [illegible]

In Re: Contract No. 4267
Crosby Road-Concomley Road Unit
Willamette River - Hayesville

Receipt is acknowledged of your Estimate No. 13 designated as "Final" in the above-entitled matter. This Estimate bears date September 24, 1956, was postmarked at Salem, Oregon, on October 5, 1956, and was received on October 6, 1956. You have previously been informed that it is our intent to file claims for additional compensation on the above-noted contract. Your Estimate No. 13 does not include, of course, the allowance of any additional compensation.

We do not desire to waive any claim for additional compensation. Under date of August 1, 1955, Additional Special Provisions were promulgated and published, becoming a part of the contract documents for any State Highway job. Page 4 of such Additional Special Provisions in the paragraph entitled "Claims of Error or Omission in Final Estimate" is interpreted by the writer to mean that a final estimate may be signed without any conditions and the contractor would still retain the right to file claims for additional compensation within a 90-day period. The problem with which the writer is confronted, however, is that these Additional Special Provisions were not in effect at the time of the execution of the above-noted contract.

NOTED
FORREST COOPER

1 Copy of letter [illegible]
Estimate No. 13 [illegible]
Mr. Maison 10-11-56

DESIGNERS OF CONCRETE STONE AND GRAVEL PLANTS

In order to remove any possible misunderstanding and so that we shall not be deemed to have waived our rights to file claims for additional compensation, please be informed as follows:

We have executed Estimate No. 13 entitled "Final", reserving, however, all rights which we have for the filing of claims for additional compensation. These claims for additional compensation will be filed within 90-days of the date of mailing of your Final Estimate, to-wit, October 5, 1956.

In the event the procedure herein outlined is not agreeable, please inform us prior to taking any affirmative action.

Very truly yours,

Porter W. Yett

PORTER W. YETT

RECEIVED
OCT 11 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 11 1956

~~FOR FILING~~
[illegible]
42[illegible]

October 10, 1956

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 4267 for work performed on the Crosby Road-Concomley Road Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion County was completed by the contractor, Porter W. Yett, on August 8, 1956 and was formally accepted by the Highway Commission on September 27, 1956.

Final payment in the amount of $26,362.30 will be released to the contractor on or after October 20, 1956. The total contract amount is $878,574.65, of which amount $8,059.62 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tate, Westenfelder & Berg, Inc.
Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

ROY TUCHBREITER
PRESIDENT

JOHN A. HENRY
VICE PRESIDENT AND SECRETARY

CONTINENTAL CASUALTY COMPANY

GENERAL OFFICE CHICAGO, ILLINOIS

file

RECEIVED
OCT 11 1956
FOR FILING

BFI-324 [illegible]
TATE, WESTENFELDER & BERG, CO.
410 WILCOX BUILDING
PORTLAND 4, OREGON
4267

October 10, 1956

NOTED
FLOYD QUERY

Oregon State Highway Commission

Salem, Oregon

Att'n: Mr. H.B. Glaisyer

Dear Sir:

The Continental Casualty Company, Surety, consents to the payment of the final estimate to Porter W. Yett under Contract #4267 Crosby Road - Concomley Road Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway.

CONTINENTAL CASUALTY COMPANY

By: H. F. Westenfelder
Attorney-in-Fact

el-

RECEIVED
OCT 11 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 10 1956
FOR FILING

RF1-3-4 (1)

[illegible]

October 8, 1956

Mr. Porter W. Yett
6500 N. E. Ainsworth St.
Portland 13, Oregon

Dear Sir:

The State Highway Commission at its meeting held on September 27 had under discussion your request for an extension of time from October 31, 1955 to August 31, 1956 within which to complete your contract No. 4267, covering the Crosby Road-Concomley Road Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion County.

We are pleased to inform you that the State Highway Commission granted you an extension of time to and including August 8, 1956, the actual completion date of the contract. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

G. Starkey,
Resident Engineer

Tom Edwards,
Construction Engineer

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SEP 1[illegible] 1956
FOR FILING

[illegible]

4[illegible]

September 17, 1956

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Porter W. Yett on contract No. 4267, for paving on the Crosby Road-Concomley Road Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion County. This payment, in the amount of $1,323.89, will be released to the contractor on or after September 27, 1956. The retained percentage is $26,357.08.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tate, Pestenfelder & Berg, Inc.
Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

ROY TUCHBREITER
PRESIDENT

JOHN A. HENRY
VICE PRESIDENT AND SECRETARY

CONTINENTAL CASUALTY COMPANY
GENERAL OFFICE CHICAGO, ILLINOIS

RECEIVED
SEP 11 1956
FOR FILING

[illegible]
TATE, WESTENFELDER & BERG, CO.
410 WILCOX BUILDING
PORTLAND 4, OREGON
4267

August 30th, 1956

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Dear Sir:

Pursuant to our telephone conversation the Continental Casualty Company consents to the semi-final payment estimate #11 to Porter W. Yett under Contract No. 4267, Crosby Road-Concomley Road Unit of the Willamette River-Hayesville Section of the Portland-Salem Expressway.

CONTINENTAL CASUALTY COMPANY

By H. F. Westenfelder
Attorney-in-Fact

NOTED ON CARD
gf

2 photocopies of this letter sent to C. H. Maison on 8-31-56.

RECEIVED
AUG 30 1956
FOR FILING

4267

August 29, 1956

Oregon State Highway Commission

Request for extension of time
No. 7
September 27-28 meeting

Gentlemen:

Herewith a request from Porter W. Yett for an extension of time on the Crosby Road-Conconley Road, Contract No. 4267, from October 31, 1955 to August 31, 1956.

Because of the failure of the grading contractor to complete his work in time, the paving contractor was unable to complete his project within the time allowed. He exerted every effort to complete the project as soon as was possible and actually completed it on August 8, 1956.

I recommend that the extension be granted, to and including that date, without penalty, and Mr. C. G. Polk of the Bureau of Public Roads concurs in that recommendation.

Very truly yours,

W. C. Williams
State Highway Engineer

Attach.
cc Mr. Tom Edwards

EAP:of fn

RECEIVED
AUG 24 1956
FOR FILING

324(10)

4267

August 24, 1956

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

It is the intention of the State Highway Commission to release to Porter W. Yett a portion of the funds heretofore retained by the Highway Commission on contract No. 4267, for paving on the Crosby Road-Concomley Road Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion County.

This payment, in the amount of $181,050.61, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $26,316.14. The present payment will be released on or after September 4, 1956.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tate, Westenfelder & Berg, Inc.
Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD
gl

RECEIVED
AUG 20 1956
FOR FILING

FF 324(10)

4267

August 15, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 8, 1956, on Contract No. 4267, Crosby Road-Concomly Road Unit, Willamette River-Hayesville Section, in Marion County, in connection with Federal Aid Project No. BFI-324(10).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DMP:ia

cc: John Cattrall

RECEIVED
AUG 16 1956
FOR FILING

BFI-324(10)

4267

A

August 15, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
Salem, Oregon

Dear Mr. Polk:

Will you kindly concur in extension of time on Crosby Road-Conocmley Road, Contract No. 4267, Oregon, BFI-324 (10), from October 31, 1955 to August 8, 1956 to Porter W. Yett, contractor.

The primary reason for not completing this project was the failure of the grading contractor to complete his project as scheduled and major stretches of one of the other lanes was not completed so that Mr. Yett could continually prosecute the work. He did the best he could under the circumstances and I would recommend the extension be granted, without penalty.

Very truly yours,

Forrest Cooper
Deputy State Highway Engineer

FC:RAP:EP

Form E-1-C10M—10-55

EGON STATE HIGHWAY DEPART NT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Crosby Road-Concomley Road Unit Willamette River-Hayesville

Highway Portland-Salem Expressway

Contractor Porter W. Yett

Date of contract August 10, 1954

Date work started March 17, 1955

Project authorization $ 975,560.63

Exclusive of Engineering $ 906,187.43

For Week Ending August 11, 1956

Kind of work Paving

Section prefix 24-1082

Contract number 4267

Date of completion October 31, 1955

Estimated date of completion August 8, 1956

Per cent of time elapsed 163 %

Estimated cost of completed project, exclusive of engineering $ 906,187.43

Estimated per cent overrun or underrun – %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 69,373.20

Engineering cost to date $ 35,778.23, 52 %

Date project was completed August 8, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor finished pavement and shoulder sealing on Tuesday, August 7, 1956.

Completed all other minor work on Wednesday, August 8, 1956.

Expressway opened to traffic at 12:00 noon on August 10, 1956.

RECEIVED
AUG 13 1956
OFFICE OF
CONSTRUCTION ENGINEER

Noted
M. N. Juve

NOTED
EDWARDS

NOTED
L. H. Young

NOTED
C. E. PAULSEN

Signed Glenn A. Starkey
GLENN A. STARKEY, Resident Engineer

Address Rm. 211 Lab Bldg. Salem

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

NOTED
V. D. WOLFE

State Printing 80712

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		6.63			6.63
Miles partially completed					
Miles completed		6.63			6.63
Total estimated quantities (contract)		291,000			55,000
Total quantities corrected to date		258,565			56,286
Estimated quantities moved or placed to date		258,565			56,286
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					

Average force on project for week

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers .... Distributor - 1, Trucks 6, Broom 1

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		Completed project
Thursday	"		
Friday	"		
Saturday	"		

A

RECEIVED
JUL 12 1956
FOR FILING

BFI-324 (10)

4267

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 11, 1956

SUBJECT: Crosby Road-Concomly Road
Pacific Freeway
Contract #4267

NOTED
W. C. WILLIAMS

To:

Mr. J. D. Walker
Division Engineer

Office

L

Pursuant to Mr. Williams' instructions of yesterday, you are instructed to place the seal in advance of the shoulder work on the subject-named job.

Forrest Cooper
Construction Engineer

By L. H. Young
L. H. Young
Asst. Construction Engineer

LHY:ep

cc - Mr. W. C. Williams ✓

RECEIVED
JUL 11 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 26 1956
FOR FILING

FORM E-30X—30M—11-55—90228

4267

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 22, 1956

SUBJECT: Crosby Road-Concomley Road
Portland-Salem Expressway
Contract No. 4267

NOTED
W. C. WILLIAMS

To:

Mr. J. D. Walker
Division Engineer
Office

Reference is made to Laboratory Report No. 392329, dated June 30, 1956 showing an excess of 8.1 percent passing the ¼-inch screen in the 3/4"-1/4" crushed rock being produced from the Viesko Pit.

The laboratory report does not show whether this sample is suitable or not, but the excess is high and there is a deficiency in the material retained on the ½-inch screen by 30 percent. It may be that this is a trial run.

Will you please instruct the resident engineer to have the inspector mark his samples whether or not they are for "information only" or "trial run". A deficiency such as this could be caught at the plant. It is also suggested that plant screening should be done before submitting samples to the laboratory.

Also, will you please instruct the resident engineer to so mark samples submitted to the laboratory after plant or pit operation adjustments that it is clear they represent improved aggregate.

Forrest Cooper
Construction Engineer

By L. H. Young

L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
JUN 25 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-120 REVISED 2-56

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JUN 11 1956
FOR FILING

BPR-324/10

COMMISSIONERS
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SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

June 11, 1956

Mr. Porter W. Yett
6500 N. E. Ainsworth Street
Portland 13, Oregon

Dear Sir:

An inspection of work being carried on under your Contract No. 4267 on the Crosby Road-Concomley Road Unit of the Portland-Salem Expressway was made on June 8th by Mr. Baldock and myself.

It appears that proper compaction is not being obtained in placement of the base course. Especially is this true on the northerly end, where the surfacing does not get the benefit of sufficient compaction by hauling vehicles.

At present only one motor grader, one rubber-tired roller and one steel-wheeled roller are in use and these are not sufficient to provide proper placement and compaction of the volume of base now being placed, or to provide for proper maintenance of the section under construction being hauled over.

It is, therefore, necessary that you make immediate arrangements to furnish and keep in use at least one additional roller and one additional motor grader.

The Resident Engineer will also contact you immediately regarding arrangements and a price agreement for rental and operation of a vibratory type compactor to be used especially on the northern portion of the project.

REFERRED TO
Williams
by State Highway Engineer

Yours very truly,

J. D. Walker
Division Engineer

W. C. WILLIAMS

JDW:AM
cc Mr. R. H. Baldock
Mr. Forrest Cooper
Mr. Glenn Starkey

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1956
OFFICE OF
STATE HIGHWAY ENGINEER

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MAY 9 - 1956
FOR FILING

FORM 230—50M—2-55

[illegible] -324 [illegible]

[illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 8, 1956

SUBJECT: Crosby Road-Concomley
Contract No. 4267

To:

Mr. W. C. Williams
Deputy State Highway Engineer

OFFICE

NOTED
W. C. WILLIAMS

For your information and file, I am forwarding copy of a letter from Porter W. Yett in which he calls attention to possible areas of conflict between his operations and those of the landscape contractor. I am assured by the Division Engineer that all possible conflict is being held to a minimum. It is not thought that Mr. Yett will have any basis for a claim.

L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:ep

Attach.

RECEIVED
MAY 8 1956
OFFICE OF
STATE HIGHWAY ENGINEER

STONE PLANT—ROCKY POINT, OREGON

PORTER W. YETT

Contractor

READY MIXED CONCRETE • CEMENT • [illegible] • GRAVEL AND [illegible] • BLASTINGS • ASPHALT AND CONCRETE PAVING

OSCAR E. AINSWORTH [illegible]

[illegible]
At 2-[illegible]

PORTLAND 13, OREGON

May 3, 1956

Mr. Glenn A Starkey, Resident Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Starkey:

We wish to confirm our dissatisfaction in finding that a shrubbery or beautification contractor is working on our Contract Project No. 4267.

We wish to take this opportunity to inform you that we deem such operations in violation of our contract, and we shall not be responsible for any damage or destruction by our forces.

We have a large operation as you know, and we require all the area and freedom of operations with such equipment. The alignment of the shrubbery construction is too close to the alignment line of our pavement, and it is possible that it will also affect our drainage at the sub-base under the gravel base foundation.

Certainly we cannot be expected to be tight-rope walkers, and further, operations of this type were not contemplated in our bid proposal.

Very truly yours,

PORTER W. YETT

By Porter W. Yett

PWY/c

RECEIVED
APR 23 1956
FOR FILING

BF1-324(a)

4267

Salem, Oregon
April 20, 1956

Meeting with Porter Yett
Crosby Road-Conccmley Road
Unit

Mr. G. S. Paxson
Assistant State Highway Engineer
Office

We propose a meeting with Porter Yett at 9:00 a.m., Monday, on his Crosby Road-Conccmley Road Unit of the Portland-Salem Freeway, to establish a working schedule to arrange for closing of the road to traffic and other matters necessary to bring this section to completion. Please take immediate steps to determine soil density measurements to determine whether the subgrade, base, et cetera, are in condition to permit the resumption of surfacing and paving operations at a very early date--say May 1.

I would suggest that you and Mr. Harra arrange to be on the ground at this meeting, which will originate at the Woodburn interchange.

W. C. Williams
Deputy State Highway Engineer

WCW:me

STONE PLANT—ROCKY POINT, OREGON
SHIPMENTS BY BARGE, TRUCK OR RAIL

PORTER W. YETT
Contractor

READY-MIXED CONCRETE • CEMENT • CRUSHED STONE • SAND, GRAVEL AND SCREENINGS • ASPHALT AND CONCRETE PAVING

6500 N. E AINSWORTH ST.
PHONE At 2-3251
PORTLAND 13, OREGON

RECEIVED
MAY 1 - 1956
FOR FILING

April 18, 1956

[illegible]
4267

[illegible] C. WILLIAMS

Mr. Glenn A. Starkey, Resident Engineer
Oregon State Highway Department
Salem, Oregon

Re: Contract No. 4267

Dear Mr. Starkey:

We wish to call your attention to our letter of November 3/55, pertaining to a change of procedure in our operations for the construction of the road on the North Bound Lane, and also the oiled mat placed on a portion of the South Bound Lane, presumably for the protection of the subbase. As stated in our letter objecting to the construction procedure, we wish to again advise you that we shall expect compensation for extra work involved.

We are in a position, barring floods or catastrophe, to commence operations within ten days. In order that we may be able to determine where we can or cannot operate continously, we suggest that sample borings be taken immediately in a sufficient number of places to determine the existing moisture content, in order that equipment required will be able to operate in a normal manner.

You are also advised that we will expect compensation for our cost of stockpiling and reloading of material out of stockpile due to the failure of the Highway Department to use diligence in providing adequate roadbed areas upon which the work under our contract could be started as directed by the Highway Department.

Very truly yours,

PORTER W. YETT

By Porter W. Yett

PWY/c

RECEIVED
APR 20 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 37,800 4-52

RECEIVED
MAR 16 1956
FOR FILING

BFI-324(4)
4267

COMMISSIONERS
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Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
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Portland
H. B. GLAISYER
Secretary

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
State Highway Engineer
W. C. WILLIAMS
1st Asst. State Hwy. Engr.
W. W. STIFFLER
2nd Asst. State Hwy. Engr.
C. W. ENFIELD
Chief Counsel

March 13, 1956

C
O
P
Y

Mr. Norman B. Kobin
Attorney at Law
Portland Trust Building
Portland 4, Oregon

Re: Partial Material Payments
Contract No. 4499-Reedville-Beaverton Sec.
Contract No. 4560-Washington County Line-
Hillsdale Section

Dear Mr. Kobin:

Receipt is acknowledged of your letter of March 6 with reference to advance partial payments on highway construction materials on the contracts referred to above.

Since the matter of advance payments on Contract No. 4267 on the Crosby Road-Concomely Road Section of the Portland-Salem Expressway the Commission gave the Chief Counsel authority to act as evidenced by extract from the Commission's Minutes of January 26, 1956, a copy of which is attached hereto. This extract, however, consists of the Secretary's minutes of the meeting as they will be presented to the Commission for final approval. The Commission has not acted as of this date, but it is expected that the minute entry will be approved as prepared by the Secretary.

The action of the Commission was based chiefly with the thought in mind of leased properties on which materials are stockpiled and not as a location on which there is both the manufacture and stockpiling of materials, so that in this instance, it would not appear necessary that the entire lease or agreement for the taking, manufacturing and storing of materials be assigned to the Commission.

However, in order to comply with the order of the Commission it appears that three things are essential.

1. A fully executed copy of the lease or agreement by which materials are being taken and stored be furnished.

2. That a satisfactory title report establishing the legal title of the lessor be furnished.

3. That there be a clause inserted in the agreement to the effect that the Lessor, B. T. Christensen and

> the Contractor, Porter W. Yett, agree to "Indemnify and hold harmless the Highway Commission, its members, officers, employees and agents against any and all claims for damages which might result from the use of the leased property." This clause is to be in addition to the language "The Oregon State Highway Commission shall not be liable or responsible in any way for the maintenance of said stockpiles, the eventual removal thereof except as it may desire, or for claiming up or restoring the property at the conclusion thereof."

Two copies of the agreement submitted with your letter of March 6 are enclosed herewith. One copy is being retained in our files for comparison purposes.

As soon as the necessary instruments have been furnished in accordance with the requirements of the Commission further action will be taken.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. W. C. Williams
Mr. S. H. Probert
Mr. Porter W. Yett
Mr. Forrest Cooper

EXCERPT FROM STATE HIGHWAY COMMISSION MINUTES OF JANUARY 26, 1956
(Not approved as of March 7, 1956)

AGENDA ITEM 2(g)

The Chief Counsel requested authority to accept on behalf of the Commission assignments of leasehold interests in property for the storage of material when acceptance of such assignments is recommended by the State Highway Engineer. At the present time, he stated, when contract materials are stored on ground not owned or leased by the State, it is necessary that the contractor assign his leasehold interest to the State for the duration of the contract in order to collect partial payments, for material stored upon the property involved. Under present procedure, it is necessary for the assignment to be submitted to the Highway Commission for acceptance. The Commission granted the authority, with the understanding that no assignment may be accepted by the Chief Counsel unless a fully executed copy of the lease is furnished to him by the contractor; a satisfactory title report is submitted to him by the contractor to establish the legal right of the lessor to lease the property to the contractor; the assignment is made without monetary consideration of any kind; and the assignment contains a provision obligating the assignor to indemnify and hold harmless the Highway Commission, its members, officers, employees, and agents against any and all claims for damages which might result from the use of the leased property.

(Page 21 of minutes)

RECEIVED
MAR 8 - 1956
FOR FILING

PETER S. HERMAN

PFI 324 (10)

4267

NORMAN B. KOBIN
ATTORNEY AT LAW
PORTLAND TRUST BUILDING
PORTLAND 4, OREGON

BEACON 1108

NOTE
W. C. WILLIAMS

March 6, 1956

COPY

Mr. C. O. Enfield, Attorney
Oregon State Highway Commission
Salem, Oregon

Re: Contract No. 4499, Reedville-Beaverton Section Tualatin Valley Highway, Washington County

Contract No. 4560, Washington County Line - Hillsdale Section-Beaverton-Hillsdale Highway, Multnomah County

Porter W. Yett, Contractor

Dear Mr. Enfield:

You will recall that during the month of July, 1955, in ordér to authorize the Oregon State Highway Commission to pay to Mr. Yett on monthly estimates for the production and stockpiling of certain gravel on the Crosby Road-Concomely Road Unit of the Portland-Salem Expressway, Contract No. 4267. I prepared an instrument entitled "Lease" in favor of the Highway Commission. This lease substantially provided that the State Highway Commission would have control of certain land upon which the stockpiles were maintained. This form of agreement was approved by you and payments were thereupon made to Mr. Yett on monthly estimates, although the gravel was not placed upon the road bed and although the gravel was not stockpiled on Oregon State Highway right-of-ways.

A similar problem currently confronts us relative to the two above-noted contracts. In order to authorize the Oregon State Highway Commission to pay to Mr. Yett on monthly estimates gravel produced and stockpiled for the above noted contracts, I am following the same recommendation which you suggested and approved on the Salem Expressway job. I am therefore enclosing triplicate originals of agreement between Porter W. Yett, Contractor, and B. I. Christensen, record owner, of the real property upon which the stockpiles are being maintained. The form which is herewith enclosed is to the same effect and is in substantially the same language as the form which you have heretofore approved.

We trust that this will accomplish the desired effect and that monthly estimates for this work will be forwarded to Mr. Yett in their usual course.

Sincerely yours,

Norman B. Kobin

NBK:jb
Enclosures: 3

cc: Mr. W. C. Williams
Mr. S. H. Probert
Mr. James Cochell
Mr. P. W. Yett

RECEIVED
MAR 7 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 27 1955
FOR FILING

FORM E-20X 37½ 8-54 73730
[illegible]
[illegible]

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 26th, 1955

SUBJECT:

To: Mr. J. D. Walker
Division Engineer

I am returning herewith Engineers Recommendation Regarding Contractors Request for Extension of Time on Contract #4267, Portland-Salem Expressway. Referring to your recommendation that the contract be extended to July 31st only without penalty, I would like to have additional information for use in analyzing this matter before I act on your recommendation. What I principally want is the following:

Starting at the contract date of August 10th, 1954, a chronology of the events affecting the prosecution of the work from that date to this. I wish some detail as to the portions of the road that were graded and available for surfacing and something with respect to the times during the interval when weather conditions were such that surfacing work was feasible. It is my recollection that considerable stretches of this job were not even available for the contractor to surface due to the fact that a previous contractor (Houck) had not completed the grading.

I wish you would have a reasonably complete analysis made of this matter along the lines suggested above so that a more thorough analysis may be made. I would also like the report to include the amount of surfacing material in the project, the amount placed to date, the amount still to be placed, the contractor's approximate daily output, the asphalt tonnage involved and the probable output of the plant.

Forrest Cooper

Forrest Cooper
Ass't. Construction Engineer

FC:AR
Enc.

cc to: W. C. Williams ✓

RECEIVED
SEP 29 1955
FOR FILING

FORM E-30X 37½ 3-54 75990
BFI-324(10)

4267

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

September 23, 1955
Salem, Oregon

SUBJECT:

NOTED
W. C. WILLIAMS

To:

Mr. J. D. Walker
Division Engineer

OFFICE

Dear Sir:

The sub-contract between Porter W. Yett and Tuss Bros. covering the hauling only of items two and three on the Crosby Road-Concomely Road Contract No. 4267, Oregon BFI-324(10), is approved and you may so inform the interested parties.

Four copies of the sub-contract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:dt

Encls.

cc- Mr. W. C. Williams
Mr. C. G. Polk - 2

RECEIVED
SEP 28 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 1955

~~FOR FILING~~
B F F 324(a)
4267

FORM 2-129 30M REVISED 3-53

COMMISSIONERS
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M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

August 26, 1955

NOTED
W. C. WILLIAMS

Mr. Porter W. Yett
6500 N. E. Ainsworth Street
Portland 13, Oregon

Dear Sir:

This letter is being written in regard to the procedure on your contract No. 4267 on the Crosby Road-Concomley Road Section of the Portland-Salem Expressway.

It is imperative that the county road crossings and the frontage road between County Road No. 522 and the St. Louis Road be oiled this year, which means that this work must be done immediately in order to take advantage of what favorable weather remains.

The following procedure shall be followed in the construction of the base:

After the first course, which is being placed, has been completed south to Concomley Road, you should proceed to bring this section up to finish grade and apply the binder course as rapidly as sufficient sections are completed.

Yours very truly,

JDWalker
J. D. Walker
Division Engineer

MNJ:AM
cc Mr. W. C. Williams
Mr. H. G. Smith
Mr. Forrest Cooper

RECEIVED
AUG 26 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 22 1955
FOR FILING

[illegible]-334 (10)
4[illegible]

August 19, 1955

Mr. Porter W. Yett
6500 N. E. Ainsworth Street
Portland 13, Oregon

Dear Sir:

In reply to your letter of August 12 having reference to surfacing of the Crosby Road-Concomly Road Unit, advise that the facts as stated in your letter are reasonably accurate, and, therefore, we will take no issue therewith. However, conditions that have existed in the past have no bearing on conditions henceforth, and we are certain that you may continue your surfacing operations without disruption from now on.

During our discussion of your scheduled operations in my office last week you advised that you would put on certain additional equipment and that you would operate 15 hours daily. You have fulfilled your promise of additional equipment, and I am informed by Mr. Williams that you are putting on even more eight-yard trucks than you promised to do at that conference. However, you state that you are unwilling to operate 15 hours daily by reason of hazard on a short section of hauling road. If you can reach the agreed approximate schedule of 3,000 yards per day, we will not protest your reducing your hours of operation from 15 hours daily to 12. However, if you are unable to place an approximate 3,000 yards of materials on the road daily, I believe you should agree to operate your trucks at least 15 hours daily.

It is extremely imperative that all of the rock with a seal coat be completed on the easterly line of the expressway under your contract, and I will much appreciate your every effort to accomplish this purpose by not later than October 15.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. H. G. Smith

WCW:me lg

STONE PLANT—ROCKY POINT, OREGON SHIPMENTS BY BARGE, TRUCK OR RAIL

PORTER W. YETT
Contractor

READY-MIXED CONCRETE • CEMENT • CRUSHED STONE • SAND, GRAVEL AND SCREENINGS • ASPHALT AND CONCRETE PAVING

6500 N. E AINSWORTH ST. PHONE WEbster 3251 PORTLAND 13, OREGON

August 12, 1955

W. C. [illegible]

Mr. R. H. Baldock, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Re: Crosby Road-Concomely Road Unit
Contract No. 4267

Dear Sir:

At our conference Tuesday morning, I advised you that we were being handicapped in not having necessary grade for hauling operations at the extreme south end of the job between St. Louis Road and Concomely Road. I stated that this section of the road was necessary to allow for short and long hauls permitting flexibility of equipment to obtain the maximum daily yardage. Apparently, your information was that all the grade including the south end of our project was in a condition for us to haul and work on.

I also stated that we had no haul road connection to the Concomely intersection with the new grade. I further stated that this section was in very poor condition and the drainage facilities were yet to be placed.

Mr. Williams and I inspected the conditions at the above stated locations on the project, and I believe that he will advise you as to the conditions now existing. The Engineer in charge on the project, further stated that it would be approximately ten days or more before said conditions are corrected and made available for us to proceed with our work as we had previously planned. In all fairness, you must admit that we would not have the existing problems if the grading contractors had performed their work. Conditions notwithstanding, we are proceeding with obtaining additional equipment to meet the yardage volume of our plant production.

We are more than doubling the present hauling equipment which will place an additional load on our haul roads, necessitating much more maintenance than has been the case. Under the present low tonnage, our haul roads are beginning to show serious failures. We would appreciate the State's cooperation in this respect.

Very truly yours,

PORTER W. YETT

By Porter W. Yett

RECEIVED
AUG 15 1955
OFFICE OF
STATE HIGHWAY ENGINEER

PWY/c

RECEIVED
JUL 22 1955
FOR FILING
FORM E-30X—97,500—2-55—62907

[illegible]
[illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem Office
July 20, 1955

NOTED
W. C. WILLIAMS

SUBJECT: Contract No. 4267
Crosby Road-Concomley Road
Portland-Salem Expressway
Partial Payment to Porter
W. Yett for stockpiled
gravel.

To: Mr. J. D. Walker
Division Engineer
Office

Dear Mr. Walker:

Reference is made to the matter of partial payment to Porter W. Yett for crushed gravel materials stockpiled on property controlled by Viesko Sand & Gravel Co. for use on the above-entitled project.

Mr. Norman B. Kobin, 319 S. W. Washington Street, Portland 4, Oregon, Attorney for Mr. Yett, was in the office today and left copies of a form of agreement which has been executed between Mr. Yett and Viesko Sand & Gravel Co., relative to the stockpiling of manufactured materials on the gravel company's property pending incorporation in the highway project. An executed carbon copy of the instrument is attached hereto.

The instrument has been examined and the purpose of this communication is to advise you that the making of a partial payment, under the terms of Mr. Yett's contract with the Commission, is approved.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. W. C. Williams ✓
Mr. C. W. Enfield
Mr. H. G. Smith
Mr. Porter W. Yett
Mr. Norman B. Kobin
Mr. Forrest Cooper

Form E-61—3086—10-54

21-394(10)

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project	Crosby Rd. - Concomley Rd.	Prefix No.	24-1062
Highway	Portland - Salem Expressway	County	Marion
Contractor	Porter W. Yett	F. A. Project No.	EFI-324(10)
Submitted by	M. E. Juve	Date reported	June 30, 1955

Contract No. 4267

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Viesko Pit, ½ mi. N. Wheatland Ferry.
Sampled at Plant.

To be used Base Surf.
Sampled by K. J. McGuire

Date received June 29, 1955
Quantity represented 1000 c.y.

TEST RESULTS

Laboratory No. 366965
Data Sheet No. A-42126

Type of material Cr. Gravel 1½" - 0
Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
1¾	0	0	
1½	2.8	2.8	
1	5.0	7.8	
3/4	10.6	18.4	
5/8	5.6	24.0	
½	9.4	33.4	
¼	1 26.9	60.3	
10	18.6	78.9	
40	13.9	92.8	
Pass	7.2	7.2	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	0	%
Manufactured fines		%
Liquid limit: Natural fines	20	%
Manufactured fines		%

% Crushed OK.

RECOMMENDATIONS

Material as represented by this sample is suitable for use.

TEST REPORT DISTRIBUTION:

- X Bureau of Public Roads
- X Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- X Division Engineer Walker
- X Resident Engineer Juve
- Dist. Maint. Supt.
- Foreman
- X Geology and Soils
- X Files
- X Porter Yett

Engineer of Materials

State Printing 79635

RECEIVED
MAR 25 1955
FOR FILING

BPI-324 (10)

4267

P

March 24, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on March 17, 1955 on Contract No. 4267, Crosby Road-Concomley Road Unit, Willamette River-Hayesville Section, in Marion County, in connection with Federal Aid Project No. BPI-324 (10).

Very truly yours,

R. H. Baldock
State Highway Engineer

DBP:bb me

cc Mr. W. C. Williams
Mr. S. H. Probert

RECEIVED
MAR 9 1955
FOR FILING

BF 3-1 1-1
4367

NOTED
W. C. WILLIAMS

POINT, OREG

SHIPMENTS BY BARGE, TRUCK OR RAIL

PORTER W. YETT
Contractor

READY-MIXED CONCRETE • CEMENT • CRUSHED STONE • SAND, GRAVEL AND SCREENINGS • ASPHALT AND CONCRETE PAVING

6500 N. E. AINSWORTH ST. PHONE WEBSTER 3251 PORTLAND 13, OREGON

December 28, 1954

Mr. R. H. Baldock, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS

Dear Mr. Baldock:

We acknowledge receipt of your letter of December 23, 1954, relative to the production of aggregates for use on Contract No. 4367.

We wish to advise that we have no misunderstanding as to the restrictions required by the Army Engineers on Duke's Bar. We took part in the negotiations with the Engineers which resulted in the granting of permission on November 12, 1954, to remove gravel from Duke's Bar. The Army Engineers, however, requested that exploratory work be done to determine the nature and depth of the deposit. It should be quite obvious that no operations or planning could be made without knowledge of the character, quality and quantity of materials in the deposit. The necessary exploratory work was completed on December 22, 1954.

It appears that we may expect plenty of materials of excellent quality, and the only difficulty now presented is the flooding characteristics of the river in the Duke's bar area during the high water season of the year. The water condition is the unknown and unpredictable factor; however the Army Engineers' records indicate extreme hazard to any operation on Duke's Bar from November 1st to as late as April 15th. We have explored all the mentioned contingencies with the Army Engineers, and their reply was, quote, "dangerous procedure between November 15th and April 15th".

We have or can obtain equipment for two operations. The available space free from flooding is inadequate for one plant operation. We are trying to obtain property in the vicinity for off-the-pit operations. In order to accomplish a two plant operation we necessarily need assurance of a definite date upon which we could begin and continue our operations.

We assure you that we will make every effort and will complete our work in 1955, if we have a reasonable opportunity to work in seasonable weather and unhampered by preceding contractors.

Very truly yours,

Porter W. Yett
Porter W. Yett

NOTED
H. G. SMITH

PWY:jr

REFERRED TO
Williams
By State Highway Engineer

RECEIVED
DEC 29 1954
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
JAN 3 1955
OFFICE OF
CONSTRUCTION ENGINEER

ECEIVED
MAR 9 1955
OR FILING

POINT, OREG.
SHIPMENTS BY BARGE, TRUCK OR RAIL

PORTER W. YETT
Contractor

Y-MIXED CONCRETE • CEMENT • CRUSHED STONE • SAND, GRAVEL AND SCREENINGS • ASPHALT AND CONCRETE PAVING

6500 N. E. AINSWORTH ST. PHONE WEbster 3251 PORTLAND 13, OREGON

December 28, 1954

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS

Dear Mr. Baldock:

We acknowledge receipt of your letter of December 23, 1954, relative to the production of aggregates for use on Contract No. 4~~3~~67.

3

We wish to advise that we have no misunderstanding as to the restrictions required by the Army Engineers on Duke's Bar. We took part in the negotiations with the Engineers which resulted in the granting of permission on November 12, 1954, to remove gravel from Duke's Bar. The Army Engineers, however, requested that exploratory work be done to determine the nature and depth of the deposit. It should be quite obvious that no operations or planning could be made without knowledge of the character, quality and quantity of materials in the deposit. The necessary exploratory work was completed on December 22, 1954.

NOTED
H. G. SMITH

It appears that we may expect plenty of materials of excellent quality, and the only difficulty now presented is the flooding characteristics of the river in the Duke's bar area during the high water season of the year. The water condition is the unknown and unpredictable factor; however the Army Engineers' records indicate extreme hazard to any operation on Duke's Bar from November 1st to as late as April 15th. We have explored all the mentioned contingencies with the Army Engineers, and their reply was, quote, "dangerous procedure between November 15th and April 15th".

We have or can obtain equipment for two operations. The available space free from flooding is inadequate for one plant operation. We are trying to obtain property in the vicinity for off-the-pit operations. In order to accomplish a two plant operation we necessarily need assurance of a definite date upon which we could begin and continue our operations.

We assure you that we will make every effort and will complete our work in 1955, if we have a reasonable opportunity to work in seasonable weather and unhampered by preceding contractors.

Very truly yours,

Porter W. Yett
Porter W. Yett

PWY:jr

REFERRED TO
Williams
By State Highway Engineer

RECEIVED
DEC 29 1954
STATE H

NOTED
FORREST COOPE

RECEIVED
JAN 3 1955
OFFICE OF
CONSTRUCTION ENGINEER

DESIGNERS OF CONCRETE STONE AND GRAVEL PLANTS

EIVED
R 9 1955
R FILING

POINT, OREG

SHIPMENTS BY BARGE, TRUCK OR RAIL

PORTER W. YETT

Contractor

MIXED CONCRETE • CEMENT • CRUSHED STONE • SAND, GRAVEL AND SCREENINGS • ASPHALT AND CONCRETE PAVING

6500 N. E. AINSWORTH ST. PHONE WEbster 3251 PORTLAND 13, OREGON

NOTED
W. C. WILLIAMS

December 28, 1954

Mr. R. H. Baldock, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS

Dear Mr. Baldock:

We acknowledge receipt of your letter of December 23, 1954, relative to the production of aggregates for use on Contract No. 4767.
2

We wish to advise that we have no misunderstanding as to the restrictions required by the Army Engineers on Duke's Bar. We took part in the negotiations with the Engineers which resulted in the granting of permission on November 12, 1954, to remove gravel from Duke's Bar. The Army Engineers, however, requested that exploratory work be done to determine the nature and depth of the deposit. It should be quite obvious that no operations or planning could be made without knowledge of the character, quality and quantity of materials in the deposit. The necessary exploratory work was completed on December 22, 1954.

NOTED
H. G. SMITH

It appears that we may expect plenty of materials of excellent quality, and the only difficulty now presented is the flooding characteristics of the river in the Duke's bar area during the high water season of the year. The water condition is the unknown and unpredictable factor; however the Army Engineers' records indicate extreme hazard to any operation on Duke's Bar from November 1st to as late as April 15th. We have explored all the mentioned contingencies with the Army Engineers, and their reply was, quote, "dangerous procedure between November 15th and April 15th".

We have or can obtain equipment for two operations. The available space free from flooding is inadequate for one plant operation. We are trying to obtain property in the vicinity for off-the-pit operations. In order to accomplish a two plant operation we necessarily need assurance of a definite date upon which we could begin and continue our operations.

We assure you that we will make every effort and will complete our work in 1955, if we have a reasonable opportunity to work in seasonable weather and unhampered by preceding contractors.

Very truly yours,

Porter W. Yett

PWY:jr

REFERRED TO
Williams
By State Highway Engineer

RECEIVED
DEC 29 1954
STATE H

NOTED
FORREST COOPER

RECEIVED
JAN 3 1955
OFFICE OF
CONSTRUCTION ENGINEER

8

RECEIVED
DEC 24 1954
FOR FILING

December 23, 1954

Mr. Porter W. Yett
6500 N. E. Ainsworth Street
Portland, 13, Oregon

Dear Sir:

This is in answer to your letter of December 20 relative to the construction of the paving on the Crosby-Concomely Road Unit of the Portland-Salem Expressway, Contract No. 4267.

First, to correct any misunderstanding about availability of gravel, we have a permit for the Dukes bar, dated November 12, 1954, from the Army Engineers. The only restriction in this permit is that you must not dig below elevation plus 2 within 100 feet of the river at its present stage.

Second, back of that you must not dig below elevation minus 35. We estimate that the bar will produce 300,000 cubic yards for a depth of only 10 feet, or, if you wish to concentrate on the wide south end, the material can be obtained within a depth of 35 feet. You have excavated several holes to a depth of 25 feet, which shows no indication that floor had been reached. The gravel is of very superior quality, clean, well-sized and heavy, with every indication that it will set up satisfactorily, so there is no reason on the material score why you could not have been in production for the last 40 days.

Third, this highway must be opened in the fall of 1955, and we are insisting that you furnish us with a complete schedule of operation, advising what plant you expect to use, when this will be available, its capacity, et cetera.

A rough calculation convinces me that you must start actual paving by July 15 to lay the 55,000 tons in the contract, and at that date you should have the plant aggregate fully produced and at least 50 per cent of the surfacing material in place. If you were to start today, the production of the approximately 334,000 cubic yards necessary for the project would tax any plant which you have. It is clearly impossible for you to delay crushing until you can haul directly to the road, which probably would be May 1, unless you propose to install two plants, one for paving aggregate and one for surfacing aggregate. I insist, therefore, that you perfect your plans and advise me of them immediately.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. H. G. Smith
Mr. J. D. Walker

HGS: fp

RECEIVED
DEC 6 - 1954

STONE PLANT—ROCKY POINT, OREG	HIPMENTS BY BARGE, TRUCK OR RAIL

PORTER W. YETT
Contractor

READY-MIXED CONCRETE • CEMENT • CRUSHED STONE • SAND, GRAVEL AND SCREENINGS • ASPHALT AND CONCRETE PAVING

6500 N. E AINSWORTH ST. PHONE WEBSTER 3251 PORTLAND 13, OREGON

December 20, 1954

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

We acknowledge receipt of your letter of December 1, 1954, relative to the construction of the State Highway Contract No. 4267 for paving the Crosby Road-Concomely Road Unit of the Portland-Salem Expressway.

We have refrained from answering your communication pending approval of the Highway Department's request from U. S. Army Engineers for permission to allow operations in a defined area for removal of gravel in sufficient quantity to meet the requirements of the contract.

We were informed at the time our proposal was submitted, that no restrictions effecting the quantity of gravel and operation area existed. We find however that the State Highway Department had not obtained the required permission of the Army Engineers for the excavation and removal of materials adjacent to the shore lines of the Willamette River. Apparently the Highway Department Representatives either misunderstood or were misinformed as to the necessity of submitting plans of operation in gravel bar areas adjacent to the Willamette River.

We have for the past three months been assisting the Highway Department in furthering an early decision by the Army Engineers to accept the Highway Department's plan of excavating gravel which would allow sufficient quantities of gravel necessary to fulfill the needs of the contract. For the past week we have been doing exploratory work in the specified area provided under the contract as to quantity and depths. It is my understanding that this work will be completed in three or four days, at which time it is presumed the Army Engineers may issue a permit. Only then can the quantity of the gravel to be excavated be determined.

It would appear to us that the proceedure required by the U. S. Army Engineers should have been undertaken prior to the bidding and award of the contract. We realize that time is the essence, however we have been unable to make any extensive plans for equipment and personnel requirements until we could obtain information as to location and the quantity we could expect from the material source provided in the contract.

Mr. R. H. Baldock
December 20, 1954
Page 2 Continued

Also, we call your attention to the Army Engineers high water records which indicate that any operation on the bars of the Willamette River in this vicinity, and including the source specified, is extremely dangerous to life and property from the middle of November to the following March or April.

You may be assured that we realize the enormity of the project and its importance and we will to the best of our ability meet the obligations, however we wish to acquaint you with all the facts effecting our construction program.

Very truly yours,

PORTER W. YETT

By Porter W. Yett

PWY/c

RECEIVED
DEC 6 - 1954
FOR FILING

[illegible]

December 1, 1954

Mr. Porter W. Yett
6500 N. E. Ainsworth Street
Portland 13, Oregon

Dear Sir:

Your Contract No. 4267 for paving the Crosby Road-Concomley Road Unit of the Portland-Salem Expressway provides that the project shall be completed by October 31, 1955.

Considerable progress has been made on the grading of this section and it is contemplated sufficient finished roadbed can be made available for you to start surfacing operations as soon as weather conditions next spring permit.

This letter is to advise you that the Highway Commission is insistent that the project be completed within the allotted time and be opened to traffic immediately thereafter. The quantities involved are large and completion within the time limit will require careful planning, ample equipment and vigorous effort on the part of the contractor.

I would appreciate a letter from you setting forth your plans of operation together with a time schedule giving your estimated completion dates of the various items involved.

Very truly yours,

R. H. Baldock
State Highway Engineer

JDW:am

cc WCW
JDW

RECEIVED
OCT 27 1954
FOR FILING

BFI - [illegible] (10)
[illegible]

October 26, 1954

Continental Casualty Company
152 Denny Way
Seattle 9, Washington

Attention: Mr. W. F. Nichols, Jr.

Gentlemen:

State Highway Contract No. 4267, awarded to Porter W. Yett for paving on the Crosby Road-Concomley Road Unit of the Portland-Salem Expressway, is scheduled for completion by October 31, 1955.

Ten per cent of the value of work performed is retained until the job is 75 per cent complete at which time the retainage is reduced to 7 1/2 per cent. Upon completion of the work, the retainage is reduced to three per cent.

Penalties for failure to complete the project within the time limit consist of charges for engineering services rendered beyond the original date of completion; however, many extensions of time are granted without the imposition of any penalty, particularly, if the delay is not the fault of the contractor and if he has tried to complete the job to the best of his ability.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mdm

ROY TUCHBREITER
PRESIDENT

JOHN A. HENRY
VICE PRESIDENT AND SECRETARY

CONTINENTAL CASUALTY COMPANY

GENERAL OFFICE CHICAGO, ILLINOIS

EUGENE S. COSNEY
Associate Manager

NORTHWEST BRANCH OFFICE
152 DENNY WAY
SEATTLE 9, WASHINGTON
TELEPHONE MAIN 7410

BURTON F. HARRIS
Associate Manager

October 25, 1954

4267

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Re: Bond #925504 - Porter W. Yett to State of Oregon - Crosby Road, Concomley Road Unit of Portland-Salem Expressway

We would appreciate your advising us at your early convenience as to the time allotted for completion of this job, together with penalties provided for time extensions. We assume retainage is at the usual rate of 10%.

We wish to thank you in advance for your cooperation.

Yours very truly,

W. F. NICHOLS, JR.

WFN,JR./seb

RECEIVED
OCT 26 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 7 - 1954
FOR FILING

September 3, 1954

Mr. Porter W. Yett
6500 N. E. Ainsworth St.
Portland 13, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4267, which was awarded to you on August 10 by the State Highway Commission, for paving on the Crosby Road-Concomley Road Unit, Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
AUG 16 1954
FOR FILING

August 11, 1954

Porter W. Yett
6500 N. E. Ainsworth Street
Portland, Oregon

Dear Sir:

The State Highway Commission on August 10, 1954 awarded to you State Highway Contract No. 4267 for 6.63 miles of paving on Crosby Road-Concomley Road Unit, Willamette River- Hayesville Section of the Portland-Salem Expressway in Marion County. This award was based on your bid of $848,165 which was the low bid submitted to the Commission on that day for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

mm
cc: H. C. Smith
S. H. Probert
R. C. Savage-SIAC

File

ORESGON DISTRICT

BFI-324(10)

4267

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

August 10, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract on Oregon Project BFI-324(10), Crosby Road-Concomley Road Unit, of the Portland-Salem Expressway, Contract No. 4267, to Porter W. Yett, Portland, Oregon, low bidder in the amount of $848,165.00.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
AUG 16 1954
OREGON
STATE HIGHWAY COMMISSION

BFI-324(7) Woodburn Interch. Grade 1954
Separation, Portland-Salem Exp.
#4268

FORM E-128 50M REVISED

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
JUN 7 1955
FOR FILING
BF1-324 (1)
4345

June 6, 1955

Johnston & Bryant
803 East 6th
Newberg, Oregon

Gentlemen:

The State Highway Commission at its meeting held on May 25 had under discussion your request for an extension of time, from April 30 to May 30, 1955, within which to complete your contract No. 4268, for constructing Woodburn Interchange Undercrossing on the Willamette River-Gervais Section of the Portland-Salem Expressway in Marion County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

L. L. Jansen,
Resident Engineer

[illegible]. M. Stephenson,
Bridge Engineer

OREGON STATE HIGHWAY DEPARTMENT
(date)
June 3, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4268	6-Final	Johnston & Bryant	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
10796	R-123863	$ 5,997.61	6/2/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: April 30, 1955

Time Extensions: to May 30, 1955 without penalty

Completion Date: May 11, 1955

Date Accepted: May 25, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 6-3-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer E
H. B. Glaisyer
Secretary

Warrant Mailed: JUN 3 1955

Ruth Rawlings

B

RECEIVED
MAY 27 1955
FOR FILING

BFI-224 (7)
4268

May 27, 1955

REGISTER MAIL

Great American Indemnity Company
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State highway contract No. 4268 for work performed on the Woodburn Interchange Undercrossing on the Willamette River-Gervais Section of the Portland-Salem Expressway in Marion County was completed by the contractor, Johnston & Bryant, on May 11, 1955, but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $5,997.61 will be released to the contractor after acceptance by Commission. The total contract amount is $53,798.84, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

NOTED ON CARD
5-27-55

RECEIVED
MAY 10 1955
FOR FILING

[illegible]
[illegible]

May [illegible], 1955

Request for extension of time
No. 7
May [illegible] and [illegible] meeting.

Oregon State Highway Commission

Gentlemen:

Re: Woodburn Interchange Undercrossing
Contract No. [illegible]

Johnston & Bryant, contractor on the Woodburn Interchange Undercrossing on the Portland-Salem Expressway, has requested an extension of time from April 30, 1955, to May 30, 1955, in which to complete the contract.

All work is completed on this contract with the exception of finishing concrete surfaces and cleaning up the bridge site. This work has been held up due to inclement weather as proper concrete finishing cannot be secured during the weather such as we have had this spring.

As the traveling public will not be inconvenienced nor the state incur additional engineering expense by this delay, it is recommended that this extension be granted without penalty. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

W. C. Williams
[illegible] State Highway Engineer

PMS/ds
Attached

RECEIVED
MAY 10 1955
FOR FILING

May [illegible], 1955

Oregon State Highway Commission

Request for extension of time
No. 7
May [illegible] and [illegible] meeting.

Gentlemen:

Re: Woodburn Interchange Undercrossing
Contract No. [illegible]

Johnston & Bryant, contractor on the Woodburn Interchange Undercrossing on the Portland-Salem Expressway, has requested an extension of time from April 30, 1955, to May 30, 1955, in which to complete the contract.

All work is completed on this contract with the exception of finishing concrete surfaces and cleaning up the bridge site. This work has been held up due to inclement weather as proper concrete finishing cannot be secured during the weather such as we have had this spring.

As the traveling public will not be inconvenienced nor the State incur additional engineering expense by this delay, it is recommended that this extension be granted without penalty. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

W. A. [illegible]
[illegible]

PHS/ds
Attached

RECEIVED
OCT 4 - 1954
FOR FILING

[illegible]

September 30, 1954

Johnston & Bryant
803 E. 6th
Newberg
Oregon

Gentlemen:

We enclose herewith a fully executed copy of Contract No. 4268, which was awarded to you on August 10, 1954 by the State Highway Commission, covering the construction of the Woodburn Interchange Undercrossing on the Willamette River-Gervais Section of the Portland-Salem Expressway in Marion County. This copy is for your files.

A copy of this contract is also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

RECEIVED
AUG 16 1954
FOR FILING

[illegible]
4268

August 11, 1954

Johnston & Bryant
803 E. 6th Street
Newberg, Oregon

Gentlemen:

The State Highway Commission on August 10, 1954 awarded to you State Highway Contract No. 4268 for construction of Woodburn Interchange Grade Separation on Portland-Salem Expressway in Marion County. This award was based on your bid of $55,830 which was the low bid submitted to the Commission on that day for this project.

Contaact forms will be sent to you for execution within the next few days.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

mm
cc: H. G. Smith
S. H. Probert
G. S. Paxson
R. G. Savage-SIAC

24-1084 Willamette R-Hayesville Fencing 1954
Project on the Portland-Salem
4269 Expressway

RECEIVED
JAN 13 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 11, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4269	11-Final	Kissell & Robinson

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
27220	R-140760	$ 835.90	1/11/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: April 30, 1955

Time Extensions: to Nov. 1, 1955 without penalty

Completion Date: Oct. 31, 1955

Date Accepted: Dec. 19, 1955

Penalties: None of record

Claims: None outstanding of record

Remarks:

Date: 1-12-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: 1956
Ruth Rawlings

NOTED ON CARD

RECEIVED
DEC 30 1955
FOR FILING

2[illegible]
4269

December 30, 1955

CERTIFIED MAIL

National Surety Corporation
4 Albany Street
New York 6, N. Y.

Gentlemen:

State Highway Contract No. 4269 for fencing on the Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion and Clackamas Counties was completed by the contractors, Kissell & Robinson, on October 31 and was formally accepted by the Highway Commission on December 19, 1955.

Final payment in the amount of $835.90 will be released to the contractor on or after January 9, 1956. The total contract amount is $27,863.37 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Phil Grossmayer Co.
Equitable Bldg.
Portland 5, Oregon

POSTED ON CARD
gl

RECEIVED
DEC 12 1955
FOR FILING

24-1084
4211

December 9, 1955

CERTIFIED MAIL

National Surety Corporation
4 Albany Street
New York 6, N. Y.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Kissell & Robinson on contract No. 4269, for fencing on the Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion and Clackamas Counties. This payment, in the amount of $774.42 will be released to the contractor on or after December 19, 1955. The retained percentage is $835.90.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Phil Grossmayer Co.
Equitable Bldg.
Portland 5, Oregon

NOTED ON CARD

RECEIVED
NOV 29 1955
FOR FILING

211-144-
4261

November 29, 1955

National Surety Corporation
Equitable Bldg.
Portland 5, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Kissell & Robinson a portion of the funds heretofore retained by the Commission on contract No. 4269, for fencing on the Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion and Clackamas Counties.

This payment, in the amount of $2,073.44, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $811.95. The present payment will be released on or after December 9, 1955.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes noresponsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Phil Grossmayer Co.
Equitable Bldg.
Portland 5, Oregon

NOTED ON CARD
gl

FORM E-123 50M REVISED 3-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
NOV 23 1955
FOR FILING

[illegible]

4269

November 22, 1955

Kiesell & Robinson
Route 1
Caldwell, Idaho

Gentlemen:

The State Highway Commission, at its meeting held on November 3, had under discussion your request for an extension of time from September 30, 1955 to November 1, 1955 within which to complete your contract No. 4269, for fencing on the Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion and Clackamas Counties.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. [illegible]. Walker,
Division Engineer

G. Starkey,
Resident Engineer

Forrest Cooper,
Construction Engineer

-24-1084

2

Form E-1-Rev 6-55—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 5, 19 55

Section Willamette River - Hayesville

Kind of work Fencing

Highway Portland - Salem Expressway

Section prefix 24-1084

Contractor Kissell and Robinson

Contract number 4269

Date of contract August 10, 19 54

Date of completion April 30, 19 55

Date work started September 13, 19 54

Estimated date of completion October 31, 19 55

Project authorization $ 39,150.00

Exclusive of Engineering $ 36,366.00

Per cent of time elapsed 173 %

Estimated cost of completed project, exclusive of engineering $ 28,546.00

Estimated per cent ~~overrun~~ or underrun 21.5 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 2,784.00

Engineering cost to date $ 2355.00, 84 %

Date project was completed October 31, 19 55

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor has finished the fencing on this project, but still has some changes to perform to complete the project.

NOTED
OSCAR CUTLER

RECEIVED
1955
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
L. H. Young

NOTED
W. T. WRIGHT

Signed Glenn A. Starkey
Glenn A. Starkey, Res. Engr.

Address Rm 210 Lab. Bldg., Salem

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 86385

	Type 2 Fence GRADING	Type 3 Fence SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	24.44				
Miles partially completed					
Miles completed	24.44				
Total estimated quantities (contract)	9,500	250			
Total quantities corrected to date	7,320	233			
Estimated quantities moved or placed to date	7,320	233			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	3				

Men 2

Supervision 1

Men and trucks under 3 tons 1

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers..........., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Rain		
Tuesday	Fair		
Wednesday	"		
Thursday	Cloudy		
Friday	Fair		
Saturday	Warm		

RECEIVED
OCT 26 1955
FOR FILING

24-1084
4269

October 25, 1955

Request for extension of time
No. 27
November 3 and 4 meeting.

Oregon State Highway Commission

Gentlemen:

Herewith a request from Kissell & Robinson for an extension of time on the Willamette River-Hayesville Fencing Contract No. 4269, from September 30, 1955 to November 1, 1955.

Completion of the fencing contract has been held up pending the completion of the grading work, which has been under contract to other contractors because of the many service roads and other grading work in the vicinity where the fencing contractor has been able to work only at intermittent times.

The overrun in time is not the fault of the contractor, and I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attach.

cc Mr. H. G. Smith

Lewis

RECEIVED
OCT 1 1955
FOR FILING

24-1384

4261

September 27, 1955

National Surety Corporation
4 Albany Street
New York 6, New York

Gentlemen:

A letter has been received from R. M. Wade & Co. in which they write as follows:

> "This is in reply to your letter of August 25th and is to advise payment in full by Kissel & Robinson of both the Woodburn and Cottage Grove Fencing jobs."

A claim was filed with this office on April 20, 1955 for fencing materials furnished by R. M. Wade & Co. on Contract No. 4260, in the sum of $6,000. No claim, however, had been filed against Contract No. 4179.

This information is provided as your Company appears as Surety on these two contracts.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Kissell & Robinson
Route 1
Caldwell, Idaho

Phil Grossmayer Co.
Equitable Building
Portland 5, Oregon

NOTED ON CARD
gl

Lewis B

RECEIVED
OCT 1 1955

FOR FILING

24-1084

4269

September 27, 1955

R. M. Wade & Co.
1919 N. W. Thurman Street
Portland 9, Oregon

Attention: Mr. N. A. Thom

Gentlemen:

Thank you for your letter of September 22 advising that Kissel & Robinson have paid in full for fencing materials on both the Woodburn and Cottage Grove fencing jobs, our Contract Nos. 4269 and 4179. We will advise the surety and the contractor that your letter has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

WADE NEWBEGIN
President and
General Manager
H. D. SMITH
General Sales Manager
●
Seattle Branch—
532 First Avenue So.
SEATTLE 4, WASHINGTON

R. M. WADE & CO.
SINCE 1865
PORTLAND 9 OREGON
1919 N. W. Thurman Street
PHONE ~~ATwater 7383~~
CApitol 8-7383

NORTHWEST
DISTRIBUTORS
OF
QUALITY
FARM
EQUIPMENT
Especially Selected
for the Northwest

September
22nd-1955

State Highway Department
Salem, Oregon

Dear Sirs:- Re: Kissel & Robinson Contract #4269

"This is in reply to your letter of August 25th and is to advise payment in full by Kissel & Robinson of both the Woodburn and Cottage Grove Fencing jobs."

The value of materials furnished for these two jobs was approximately $$54,800.

Thanking you, we are

Very truly yours,

R. M. Wade & Co.

By

HAT/

REFERRED TO Query
BY SECRETARY

prepare usual letters
record on cards

RECEIVED
SEP 23 1955
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

RECEIVED
AUG 26 1955
FOR FILING

4-4x4
42 1

August 25, 1955

R. M. Wade & Co.
1919 N. W. Thurman Street
Portland 9, Oregon

Attention: Credit Manager

Gentlemen:

This is an acknowledgment of your letter of August 24 concerning the status of Contract No. 4269 awarded to Kissell & Robinson for fencing the Portland-Salem Expressway.

This contract has not yet been completed and the specified completion date has been extended to September 30, 1955.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

RECEIVED
AUG 26 1955
FOR FILING

[illegible]
4269

August 25, 1955

R. M. Wade & Co.
1919 N. W. Thurman Street
Portland 9, Oregon

Attention: Credit Manager

Gentlemen:

This is an acknowledgment of your letter of August 24 concerning the status of Contract No. 4269 awarded to Kissell & Robinson for fencing the Portland-Salem Expressway.

This contract has not yet been completed and the specified completion date has been extended to September 30, 1955.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

E WADE NEWBEGIN
President and General Manager
H. D. SMITH
General Sales Manager

Seattle Branch—
532 First Avenue So.
SEATTLE 4, WASHINGTON

R·M·WADE & CO.
SINCE 1865
PORTLAND 9 OREGON
1919 N.W. Thurman Street
PHONE ATwater 7383

NORTHWEST DISTRIBUTORS OF QUALITY FARM EQUIPMENT
Especially Selected for the Northwest

August
24-1955

Oregon State Highway Department
Salem, Oregon

Dear Sirs:

Re: Kissell & Robinson-State Highway
Fencing Contract No. 4269

We wrote you on April 20th relative to our account for materials furnished Kissell & Robinson and your reply underdate of April 21st indicated that the work had been held up due to weather conditions.

We would assume that this job has been completed by this date and ask when we can expect payment from the contractors. The balance due us at this time is $2940.97.

Thanking you, we are,

Very truly yours,

R. M. Wade & Co.

By
Credit Mgr.

HAT/

REFERRED TO
BY SECRETARY

RECEIVED
AUG 25 1955
OREGON
STATE HIGHWAY COMMISSION

FORM E-123 REVISED

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
JUN 23 1955
FOR FILING
[illegible]
[illegible]

June 22, 1955

Kissell & Robinson
Route 1
Caldwell, Idaho

Gentlemen:

The State Highway Commission on June 14 had under discussion your request for an extension of time from April 30 to September 30, 1955 within which to complete your contract No. 4269, for fencing on the Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion and Clackamas Counties.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

Maurice Juve,
Resident Engineer

H. G. Smith,
Construction Engineer

B

RECEIVED
JUN 1 1955
FOR FILING

24-1084
4269

May 31, 1955

Request for extension of time
No. 1
June 30 and July 1 meeting
approved by Comm
on Insp. Trip.
6-(13-17)-55

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Kiesell & Robinson for an extension of time on the Willamette River-Hayesville Fencing project, Contract No. 4269, from April 30, 1955 to September 30, 1955.

A certain portion of the fencing on this project cannot be completed until the grading contractor has finished the construction of frontage and approach roads. This work probably will not be completed until this fall, and I therefore recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith

EAP lg

RECEIVED
MAY 2 1955
FOR FILING

24-1084

[illegible]

file 9

NATIONAL SURETY
Surety Bonds · Insurance

INVISIBLE ARMOR

NATIONAL SURETY CORPORATION
NATIONAL SURETY MARINE INSURANCE CORPORATION

N. J. L. PIEPER, VICE PRESIDENT • CLAIM DEPARTMENT • 4 ALBANY STREET, NEW YORK 6, N. Y. • CORTLANDT 7-9000

April 28, 1955

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Sec'y

NOTED
H. B. GLAISYER

Re: Bond #1570318
Kissell & Robinson

Gentlemen:

This answers your April 21 letter concerning a claim of R. M. Wade & Company against our principal in the amount of $6,000.00 for fencing material on contract #4269. We have asked Mr. Tom Martin of our Seattle Claim Division, 460 Stuart Bldg. Seattle 1, Washington, to make an investigation.

Thank you for informing us of this development.

Very truly yours,

ALFRED O. HAHN
Attorney

AOH/vd

cc: Mr. Tom Martin, Seattle

cc: Kissell & Robinson, Route 1, Caldwell, Idaho

cc: Phil Grossmayer Co., Equitable Bldg.,
Portland 5, Oregon

RECEIVED
MAY 2 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 25 1955
FOR FILING

24 — 21
4-11

Jones

April 21, 1955

National Surety Corporation
4 Albany Street
New York 6, N. Y.

Gentlemen:

We have a letter from R. M. Wade & Co., 1919 N. W. Thurman Street, Portland 9, Oregon, advising that Kissell & Robinson owe them $6,000 for fencing materials furnished on Contract No. 4269 for fencing the Willamette River-Hayesville Section of the Portland-Salem Expressway. This material, they stated, was furnished in December of last year.

This information is provided as your Company appears as Surety on the Performance Bond furnished for this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Kissell & Robinson
Route 1
Caldwell, Idaho

Phil Grossmayer Co.
Equitable Building
Portland 5, Oregon

NOTED ON CARD

RECEIVED
APR 25 1955
FOR FILING

244 9
4-

[illegible]

April 21, 1955

R. M. Wade & Co.
1919 N. W. Thurman Street
Portland 9, Oregon

Attention: Mr. H. A. Thom
Credit Manager

Gentlemen:

This is in reply to your letter of April 20 concerning a claim you have against Kissell & Robinson on State Highway Contract No. 4269 for fencing on the Willamette River-Hayesville Section of the Portland-Salem Expressway.

No contract payment has been made on this job since the estimate of February 10, on which estimate the contractor was paid approximately $4,000. The contract is approximately 40 per cent complete and there remains to be done approximately $20,000. It is anticipated that the contractor will resume work as soon as the weather becomes more favorable.

The National Surety Corporation, through Phil Grossmayer Co., Equitable Building, Portland 5, furnished the Performance Bond for this contract, which bond assures satisfactory completion of the contract and payment of all bills incurred in it.

If you wish to file a claim against the contract, you may do so by advising this office and also by filing your claim with the Secretary of State. The claim must be filed with the Secretary of State within six months following the completion of the contract and acceptance by the Commission.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

WADE NEWBEGIN
President and General Manager
H. D. SMITH
General Sales Manager
Seattle Branch—
532 First Avenue So.
SEATTLE 4, WASHINGTON

R. M. WADE & CO.
SINCE 1865
PORTLAND 9 OREGON
1919 N. W. Thurman Street
PHONE ATwater 7383

NORTHWEST DISTRIBUTORS OF QUALITY FARM EQUIPMENT
Especially Selected for the Northwest

April 20, 1955

4269

Oregon State Highway Department
Salem
Oregon

Re: Kissell & L. C. Robinson
Woodburn Contract

Dear Sirs:

We have furnished fencing materials to these contractors and they owe us a balance of approximately $6,000.00.

All of this material was furnished in December and is now past due.

We would appreciate information as to when they will be paid more money and if we are fully protected under their bond.

Thanking you for this information, we are

Very truly yours
R. M. WADE & CO.

By
Credit Mgr.

HAT/me

Last estimate 2-11-55 3342.56
retained 2282.69

Bond 14680

RECEIVED
APR 21 1955
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
J

RECEIVED
OCT 4 - 1954
FOR FILING

September 30, 1954

KISSELL & ROBINSON
Route 1
Caldwell
Idaho

Gentlemen:

We enclose herewith a fully executed copy of Contract No. 4269, which was awarded to you August 10, 1954 by the State Highway Commission, covering fencing on the Willamette River-Hayesville Section of the Portland-Salem Expressway in Marion and Clackamas Counties. This copy is for your files.

A copy of this contract is also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

August 11, 1954

Kissell & Robinson
Route 1
Caldwell, Idaho

Gentlemen:

The State Highway Commission on August 10, 1954 awarded to you State Highway Contract No. 4269 for Willamette River-Hayesville Fencing Project on the Portland-Salem Expressway in Marion and Clackamas Counties. This award was based on your bid of $34,800 which was the low bid submitted to the Commission on that day for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

mm
cc: H. G. Smith
S. H. Probert
R. G. Savage-SIAC

26-1045 42nd Ave.-Sundial Fencing 1954
Project on the T. H. Banfield
4270 Expressway

T[illegible]

RECEIVED
FEB [illegible] 1956
FOR FILING

#4270

OREGON STATE HIGHWAY DEPARTMENT
(date)
February 15, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4270	9-Final	The Colorado Fuel & Iron Corp

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
2353	B-143811	$ 708.19	2/15/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Dec. 31, 1954

Time Extensions: to Dec. 31, 1955

Completion Date: Dec. 20, 1955

Date Accepted: Jan. 26, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-16-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: [illegible]

Ruth Rawlings

NOTED ON CARD

RECEIVED
FEB 2 1956
FOR FILING

[illegible]
4270

February 1, 1956

CERTIFIED MAIL

Fireman's Fund Indemnity Co.
401 California St.
San Francisco 20, Calif.

Gentlemen:

State Highway Contract No. 4270 for fencing on the 42nd Avenue-Sundial Section of the T.H. Banfield Expressway in Multnomah County was completed by the contractor, The Colorado Fuel & Iron Corporation, Pacific Coast Division, on December 20, 1955 and was formally accepted by the Highway Commission on January 26, 1956.

Final payment in the amount of $708.49 will be released to the contractor on or after February 11, 1956. The total contract amount is $23,610.60, of which amount $232.47 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

gl

Secretary

cc: Fireman's Fund Indemnity Co.
George J. Campbell, Agent
Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
JAN 16 1956
FOR FILING

21-1145
4270

January 13, 1956

CERTIFIED MAIL

Fireman's Fund Indemnity Co.
401 California St.
San Francisco 20, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to The Colorado Fuel & Iron Corporation, Pacific Coast Division, on contract No. 4270, for fencing on the 42nd Avenue-Sundial Section of the T.H. Banfield Expressway in Multnomah County. This payment, in the amount of $7,118.63, will be released to the contractor on or after January 23, 1956. The retained percentage is $708.31.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

gl

Secretary

cc: Fireman's Fund Indemnity Co.
George J. Campbell, Agent
Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

Form E-1-Rev 6-55—10M

OR[illegible]ON STATE HIGHWAY DEPARTM[illegible]

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Dec. 24, 1955

Section 42nd Ave. - Sundial

Kind of work Fencing

Highway T. H. Banfield Expressway

Section prefix 26-1045

Contractor Colorado Fuel & Iron Corp.

Contract number 4270 B-State

Date of contract 8-10-54, 19

Date of completion 12-31-54, 19

Date work started 9-8-54, 19

Estimated date of completion 12- 21-55, 19

Project authorization $ 28,323.84

Exclusive of Engineering $ 26,308.70

Per cent of time elapsed 353.85 %

Estimated cost of completed project, exclusive of engineering $ 26,308.70

Estimated per cent overrun or underrun None %

Per cent of contract completed, based on total contract price ~~1.00~~ 100 %

Engineering authorization $ 2,014.14

Engineering cost to date $ 1,900.00, 94.35 %

Date project was completed Dec. 20, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Mon. Finishing fence on project.

Tue. Completed all fence on this section today.

~~Wed.~~

NOTED L. H. Young

NOTED FORREST COOPER

NOTED C. E. PAULSEN

NOTED V. D. WOLFE

Signed James Don Res. Engr.

Address Portland 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 90385

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	11.34				
Miles partially completed	~~11.34~~				
Miles completed	11.34				
Total estimated quantities (contract)	3,594 Rods				
Total quantities corrected to date	3,149.01 Rods				
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers............, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
OCT 26 1955
FOR FILING

FORM 2-30X

[illegible]

[illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 25th, 1955

SUBJECT:

NOTE
W. C. WILLIAMS

To: Mr. A. G. Skelton
Division Engineer

I go along with your idea that the Colorado Iron & Fuel Corp. Contract #4270 for fencing on the Banfield Expressway be terminated, and that the Highway Department acquire the material on hand for completion of the work. However, in order that the matter may be intelligently analyzed, considerable more information is necessary.

Referring to your letter, you state that 385 rods in various length sections could be built, and that some 450 rods of fencing should not be built due to interference with the landscaping project on the 42nd Avenue-92nd Avenue Section of the fencing project. While I agree that we have caused the contractor unwarranted delays and should release him, it will be necessary to have a more complete breakdown of the work accomplished and the work remaining to be accomplished and list and price quotations on the material to be acquired by the State. Reference to the contract indicates that there are four types of fence involved which vary in cost from $4.23 a rod to $10.69 a rod. Therefore, the field engineer should work up an analysis of the items involved so that the complete picture may be presented to the Deputy Highway Engineer.

I also would like to know that this procedure is acceptable to the Colorado Fuel & Iron Corp. I note their letter of September 27th, 1955 in which they make the request, but I wish to be sure that they will be willing to settle on the basis of contract items at bid prices for work performed, and that no further claims will be made except that the State would buy from them the remaining material.

Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:AR

cc to: W. C. Williams ✓

RECEIVED
OCT 25 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 3 1955
FOR FILING

FORM E-123 50M REVISED 2-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

February 1, 1955

The Colorado Fuel & Iron Corporation,
Pacific Coast Division
1350 N. W. Raleigh St.
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting held on January 18 had under discussion your request for an extension of time from December 31, 1954 to December 31, 1955 within which to complete your contract No. 4270 for fencing on the 42nd Avenue-Suncial Section of the T. H. Banfield Expressway in Multnomah County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: [illegible]. G. Skelton,
Division Engineer

James Don,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
DEC 29 1954
FOR FILING

26-1145
4270

December 28, 1954

Oregon State Highway Commission

Request for extension of time
No. 14
January 18 and 19 Meeting

Gentlemen:

Herewith is a request from the Colorado Fuel and Iron Corporation for an extension of time on the fencing contract on the 42nd Avenue-Sundial Section of the T. H. Banfield Expressway, Contract No. 4270, from December 31, 1954 to December 31, 1955.

A portion of the work under this contract cannot be done until the paving is done on the 42nd Avenue-52nd Avenue contract. The paving will not be completed until approximately October, 1955, and the contractor will not be able to complete his work until after that period. I recommend, therefore, that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H.G. Smith

EAP:jv fp

RECEIVED
FOR FILING

26-1045
4270

CITY OF PORTLAND
OREGON

WILL GIBSON
CITY AUDITOR

November 29, 1954

Mr. R. M. Baldock
Oregon State Highway Commission
Oregon State Office Building
Salem, Oregon

Dear Mr. Baldock:

Enclosed please find a copy of Ordinance No. 101352, passed by the City Council November 26, 1954, granting a revocable permit to the Colorado Fuel and Iron Corporation, to construct and maintain metal fending along the T. H. Banfield Expressway, between N. E. 42nd Avenue and the easterly city limits.

Yours very truly,

Will Gibson.

AUDITOR OF THE CITY OF PORTLAND

RM:bh
enclosure

NOTED
H. G. SMITH

1954

ORDINANCE No. 101352

An Ordinance granting a revocable permit to the Colorado Fuel and Iron Corporation, 1350 N.W. Raleigh Street, to construct and maintain metal fencing along the F. H. Banfield Expressway between N.E. 42nd Avenue and the easterly city limits, and declaring an emergency.

The City of Portland does ordain as follows:

Section 1. It appearing to the Council that the Colorado Fuel and Iron Corporation, has, through Norman C. Piland, applied for permission to construct a metal fence along the F. H. Banfield Expressway between N.E. 42nd Avenue and the easterly city limits at N.E. 92nd Avenue, that this fencing is part of the construction project of the Oregon State Highway Department, and is necessary to define the right of way lines of said project, and in preventing the access of persons and vehicles to the Expressway at points other than those so planned and designated; therefore, a revocable permit is hereby granted the Colorado Fuel and Iron Corporation (hereinafter referred to as the grantee) to construct and maintain metal fencing along the F. H. Banfield Expressway between N.E. 42nd Avenue and the easterly city limits according to the plans of the Oregon State Highway Department marked "Exhibit A" and made a part of this permit, this permit being granted subject to the following further conditions.

(a) Fencing materials, fabrication, erection and maintenance shall conform exactly with the specifications issued by the Oregon State Highway Department which were the basis for awarding the contract to the grantee.

(b) This permit is for the use of the street area only, and shall not exempt the grantee from taking out any licenses or permits required by any existing ordinances for any operation or maintenance carried on under the permit hereby granted.

(c) This permit is revocable at any time at the pleasure of the Council, and no expenditure of money hereunder, or lapse of time, or other act or thing shall operate as an estoppel against the City of Portland, or be held to give the grantee any vested or other right. Upon revocation of this permit by the Council, the grantee shall within thirty (30) days remove the said fence from street area as required by and to the satisfaction of the City Engineer.

(d) The grantee shall hold the City of Portland, the City Engineer, and each and all the officers and employes of said City free and harmless from any claims for damages to persons or property which may be occasioned by any operation or maintenance carried on under the permit hereby granted.

ORDINANCE No.

(e) This permit shall not become effective unless and until the grantee shall have paid to the Treasurer of the City of Portland a fee of $8.82 as provided in Section 5-422 of Ordinance 76871, the Public Works Code.

(f) This permit shall not become effective until the grantee shall have filed with the City Auditor a document satisfactory to the City Attorney accepting the terms and conditions thereof.

Section 2. Inasmuch as this ordinance is necessary for the immediate preservation of the public health, peace and safety of the City of Portland in this: In order that this necessary metal fence may be constructed without undue delay; therefore, an emergency is hereby declared to exist, and this ordinance shall be in force and effect from and after its passage by the Council.

Passed by the Council, NOV 26 1954

Fred L. Peterson

Mayor of the City of Portland

Attest:

Will Gibson.

Auditor of the City of Portland

Wm. A. Bowes
HBG chv
11-18-54

INDEX OF SHEETS	
SHEET No	DESCRIPTION
1	*Sketch Map & Summary*
1A	*Fence Details*
2-11 incl	*Plans*

2ND AVE - SUNDIAL SECTION T. H. BANFIELD EXPRESSWAY MULTNOMAH COUNTY				SHEET No 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	DATE	TOTAL SHEETS
8	OREGON	STATE	AUG. 1954	See Index

FENCING PROJECT

SUMMARY

ITEM	UNIT	NET QUANTITY	ALLOWANCE	TOTAL
Type 2 Fence	*Rod*	*1580*	*120*	*1700*
Type 3-62" Fence	*Rod*	*882*	*58*	*950*
Type 3-70" Fence	*Rod*	*866*	*34*	*900*
Type 4 Fence	*Rod*	*40*	*4*	*44*
12' x 50" Metal Gate	*One*	*1*	-	*1*
14' x 50" Metal Gate	*One*	*1*	-	*1*
8' x 58" Metal Gate	*One*	*1*	-	*1*
12' x 58" Metal Gate	*One*	*5*	-	*5*
14' x 58" Metal Gate	*One*	*1*	-	*1*

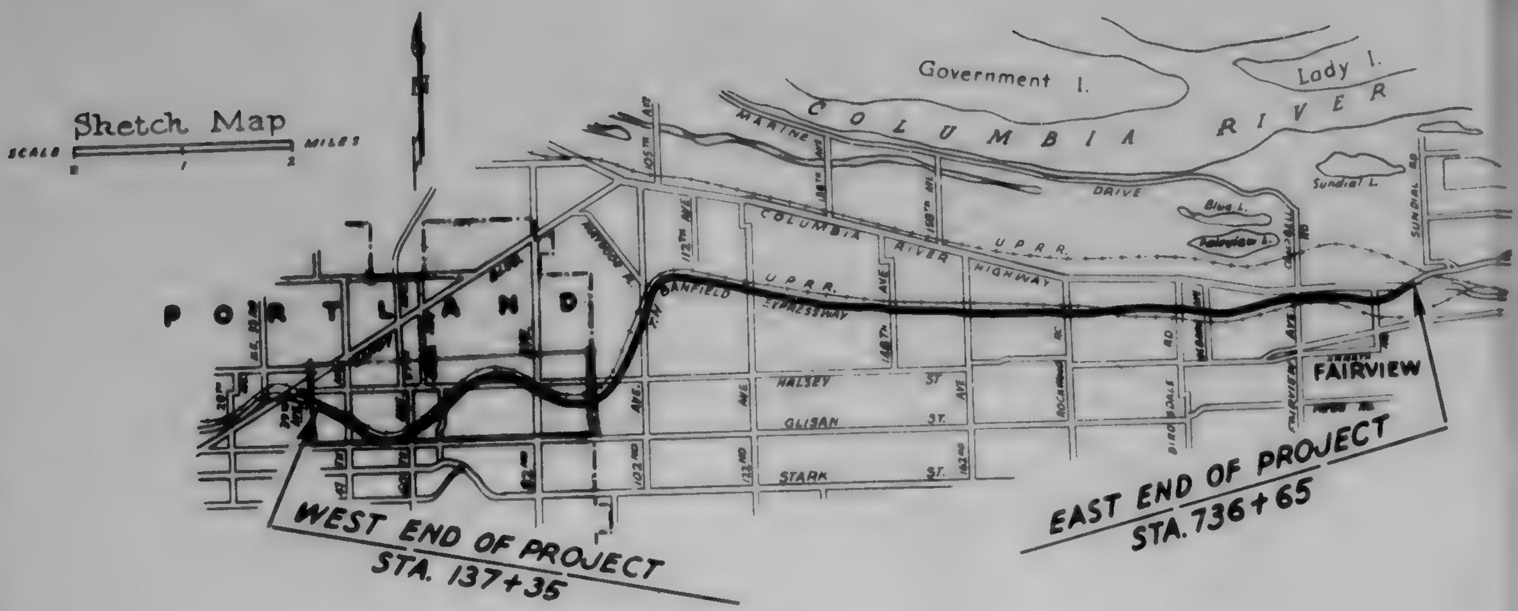


EXHIBIT 'A'

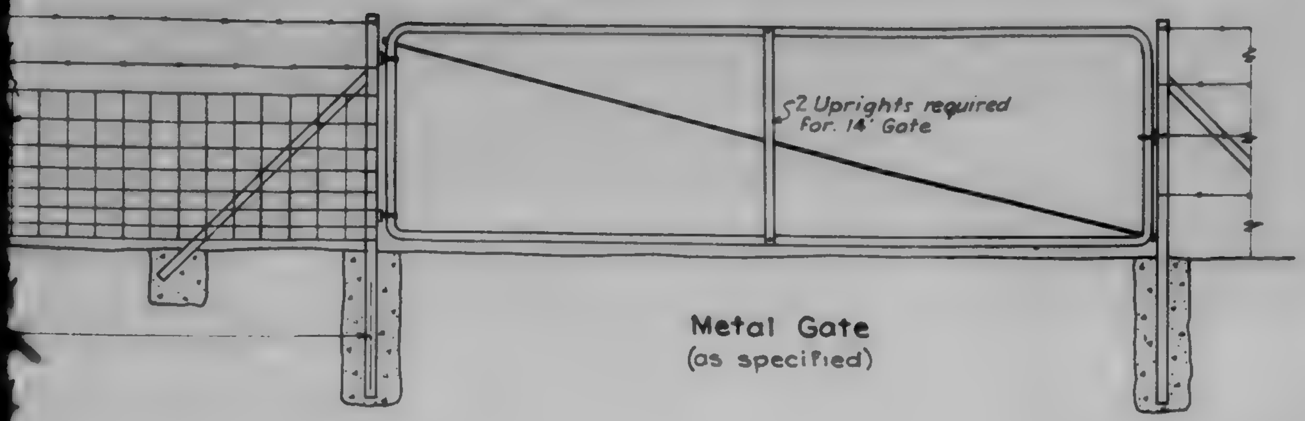
APPROVED

NOV. 18 1954

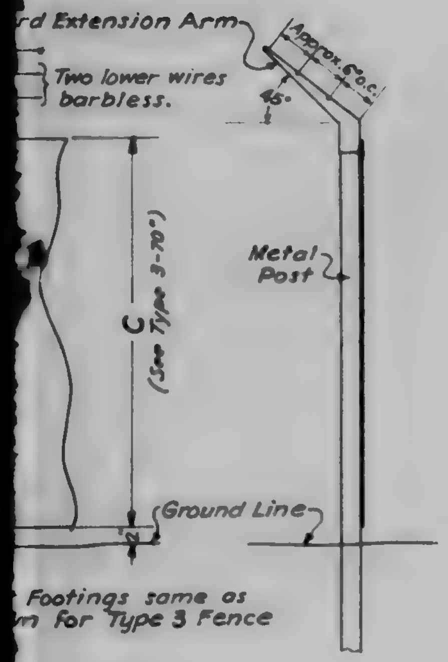
By ________

City Engineer
Reg. Prof. Engr. 219

2ND AVE.- SUNDIAL SECTION T. H. BANFIELD EXPRESSWAY MULTNOMAH COUNTY				SHEET NUMBER 1-A
FED. ROAD DIV NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	STATE		See Index

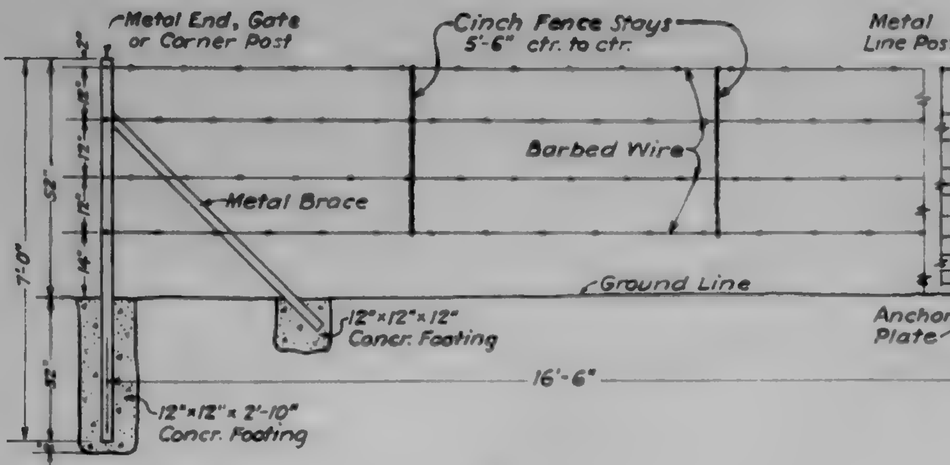


Metal Gate
(as specified)

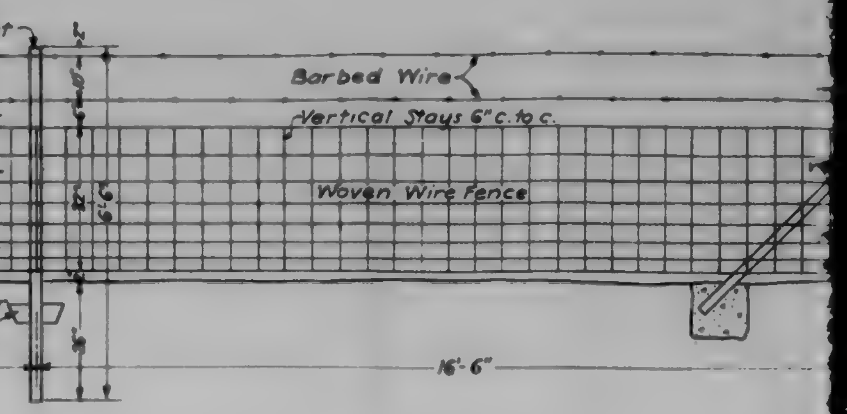


Type 4

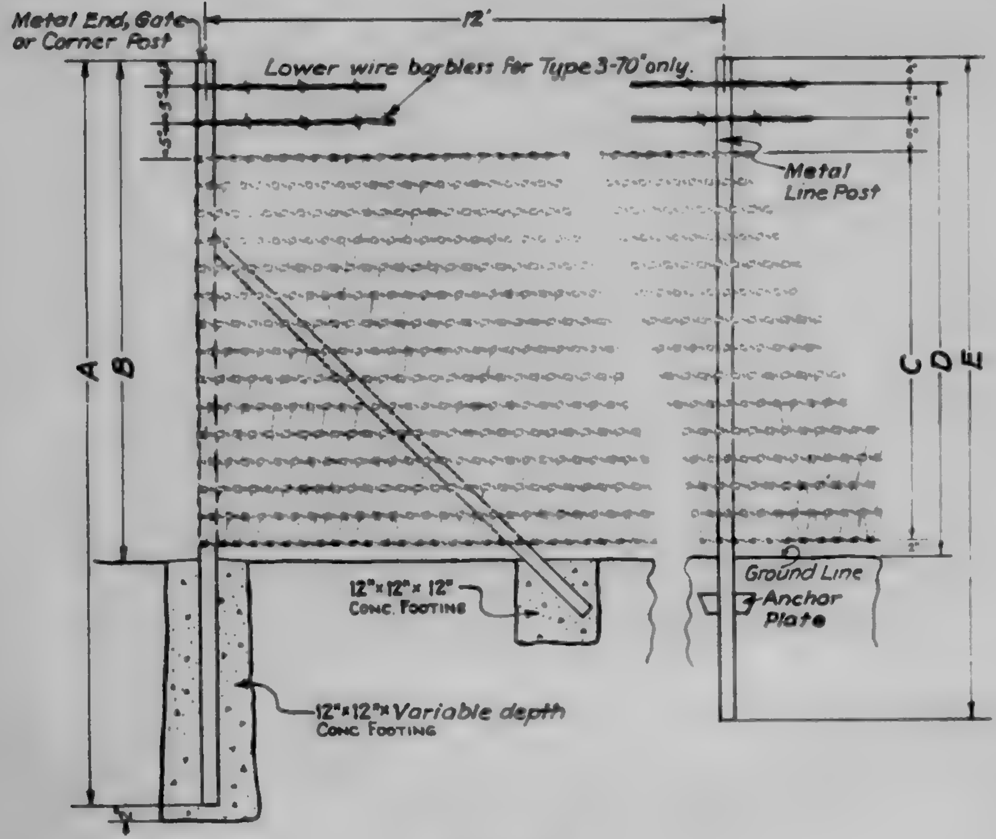
NOTE
SCALE OF THIS PRINT IS
AT OF THE ORIGINAL DRWG.
F XAMPLE:
CATED SCALE $\frac{3}{4}$"=1'-0"
LD BE READ $\frac{3}{8}$"=1'-0".
CATED SCALE 1"=10'-0"
LD BE READ 1"=20'-0"


Metal End, Gate or Corner Post
Cinch Fence Stays 5'-6" ctr. to ctr.
Barbed Wire
Metal Brace
Ground Line
12"×12"×12" Concr. Footing
12"×12"×2'-10" Concr. Footing
16'-6"
7'-0"
52"
32"
3"
18"
12"
12"
14"

Type 1

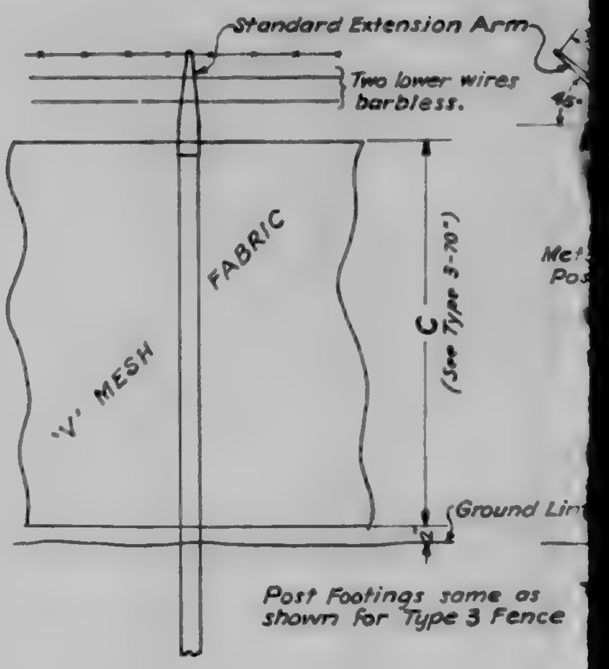


Type 2


Metal End, Gate or Corner Post
12'
Lower wire barbless for Type 3-70" only.
Metal Line Post
A
B
C
D
E
12"×12"×12" Conc. Footing
Ground Line
Anchor Plate
12"×12"× Variable depth Conc. Footing

Type 3

Type No.	A	B	C	D	E
3-62"	9'-0"	5'-6"	4'-2"	5'-2"	8'-0"
3-70"	10'-0"	6'-2"	4'-10"	5'-10"	9'-0"



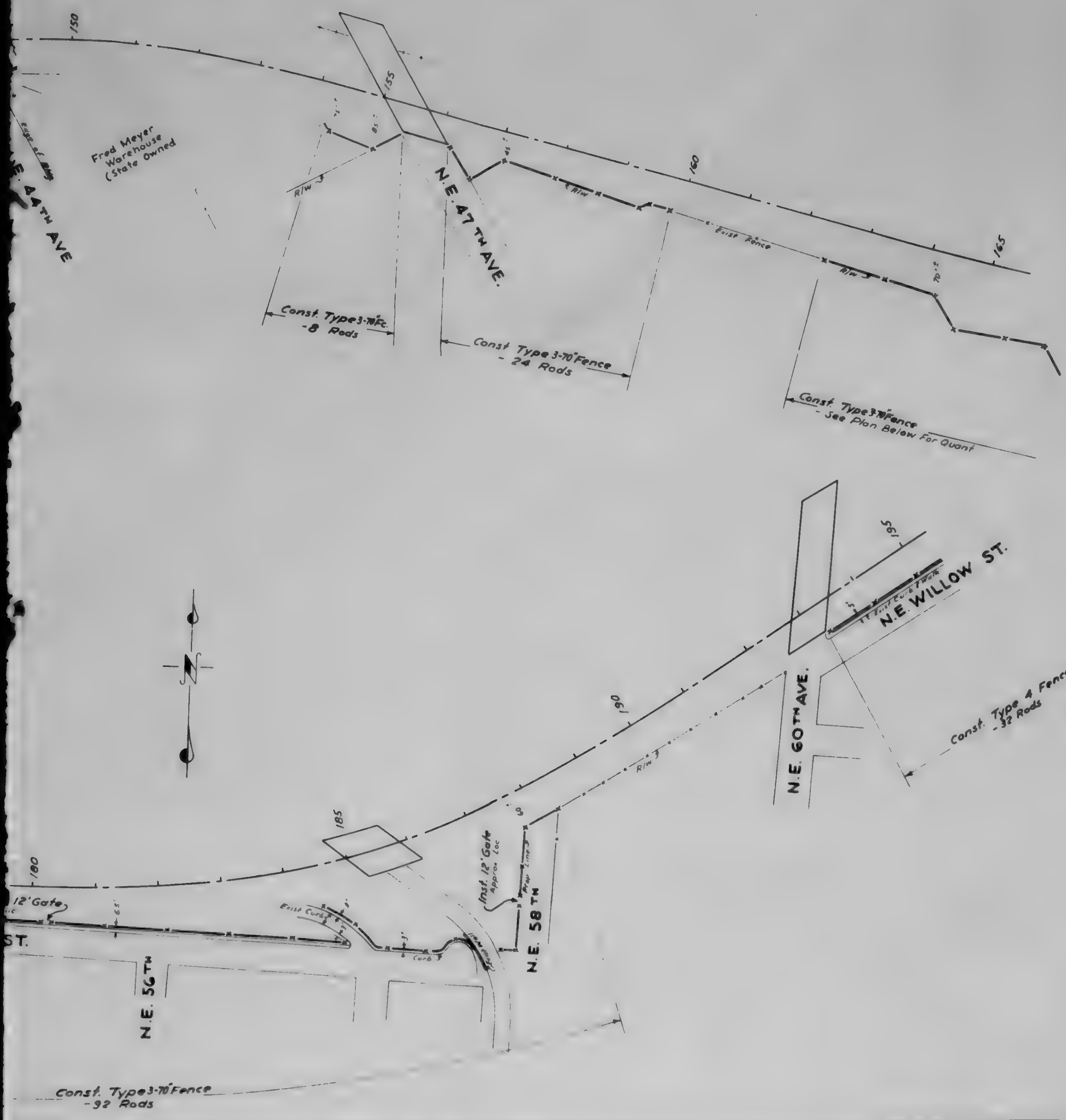
Post Footings same as shown for Type 3 Fence

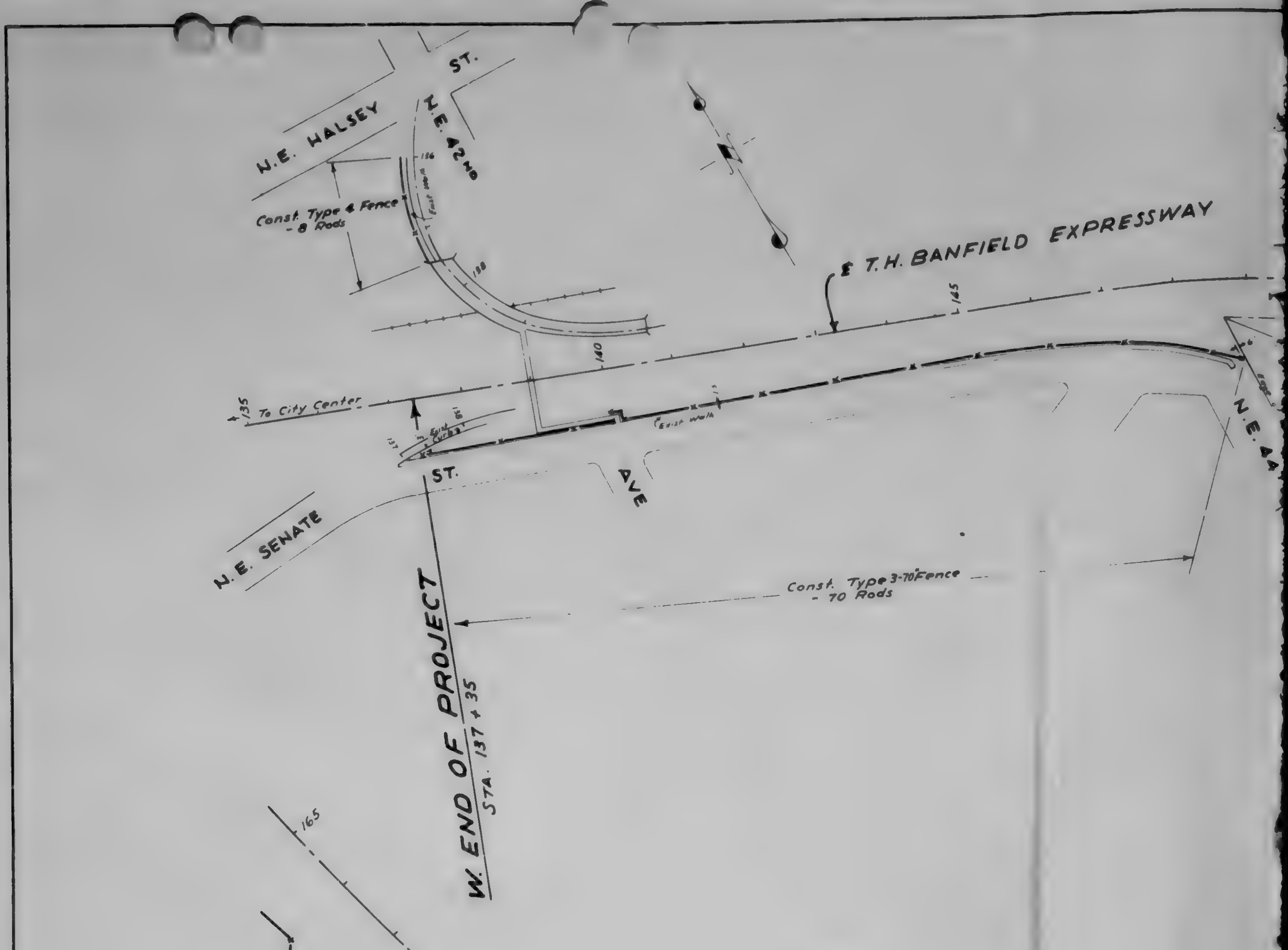
Type 4

NOTE
THE SCALE OF THIS PRINT IS
½ THAT OF THE ORIGINAL DRW
FOR EXAMPLE:
INDICATED SCALE ¾" = 1'-0"
SHOULD BE READ ⅜" = 1'-0".
INDICATED SCALE 1" = 10'-0"
SHOULD BE READ 1" = 20'-0".

42ND AVE. - SUNDIAL SECTION
T. H. BANFIELD EXPRESSWAY
MULTNOMAH COUNTY

FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No	TOTAL SHEETS
8	OREGON	STATE		2	See Index

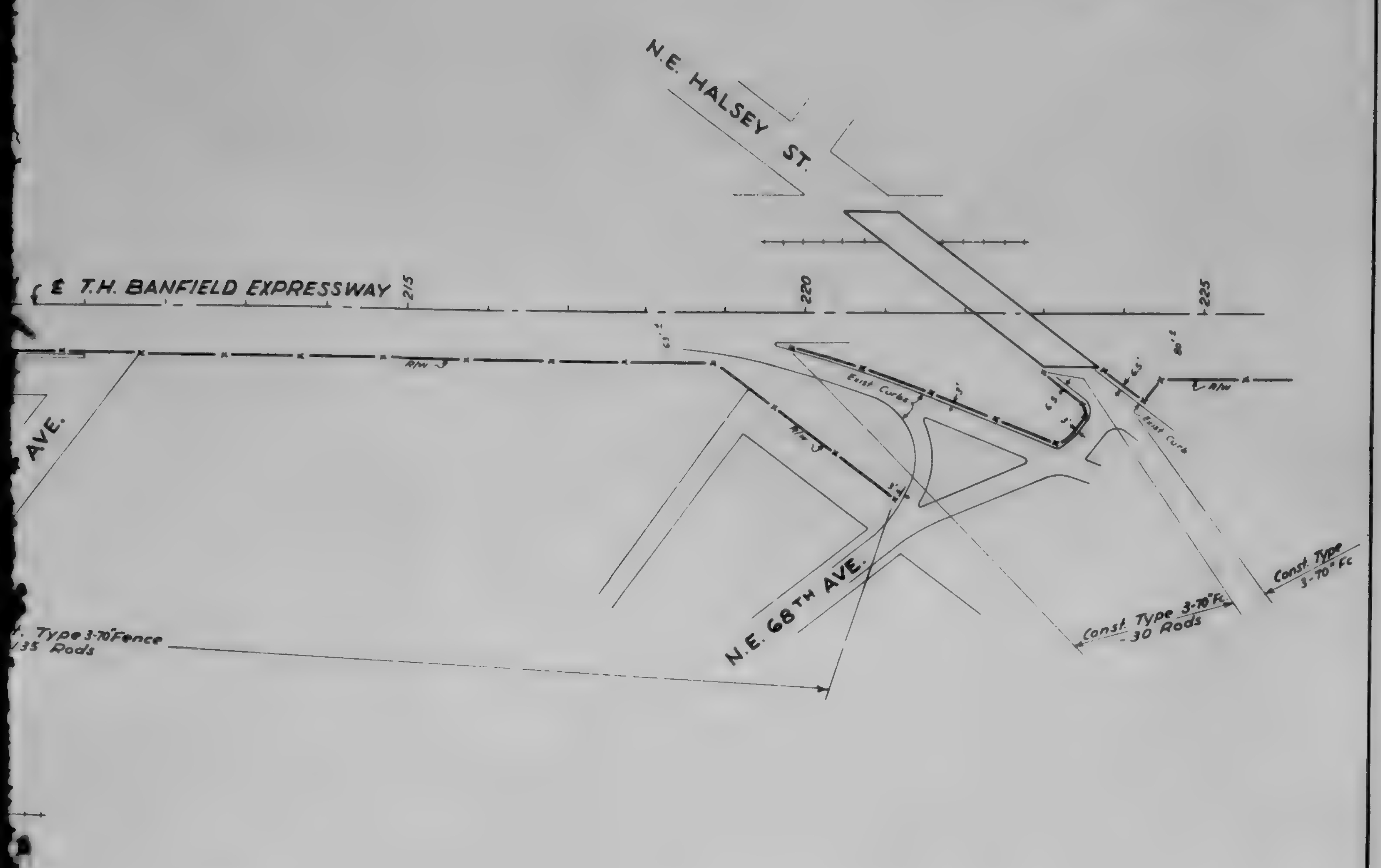

150
155
160
165
180
185
190
195
Fred Meyer Warehouse (State Owned)
Edge of Bldg
N.E. 44TH AVE
N.E. 47TH AVE.
R/W
Exist Fence
Const. Type 3-70" Fc. -8 Rods
Const. Type 3-70" Fence - 24 Rods
Const. Type 3-70" Fence - See Plan Below For Quant
N.E. WILLOW ST.
Exist Curb & Walk
N.E. 60TH AVE.
Const. Type 4 Fence -32 Rods
Inst. 12' Gate Approx Loc
Prop Line
N.E. 58TH
N.E. 56TH
Exist Curb
Curb
12' Gate
ST.
Const. Type 3-70" Fence -92 Rods
N

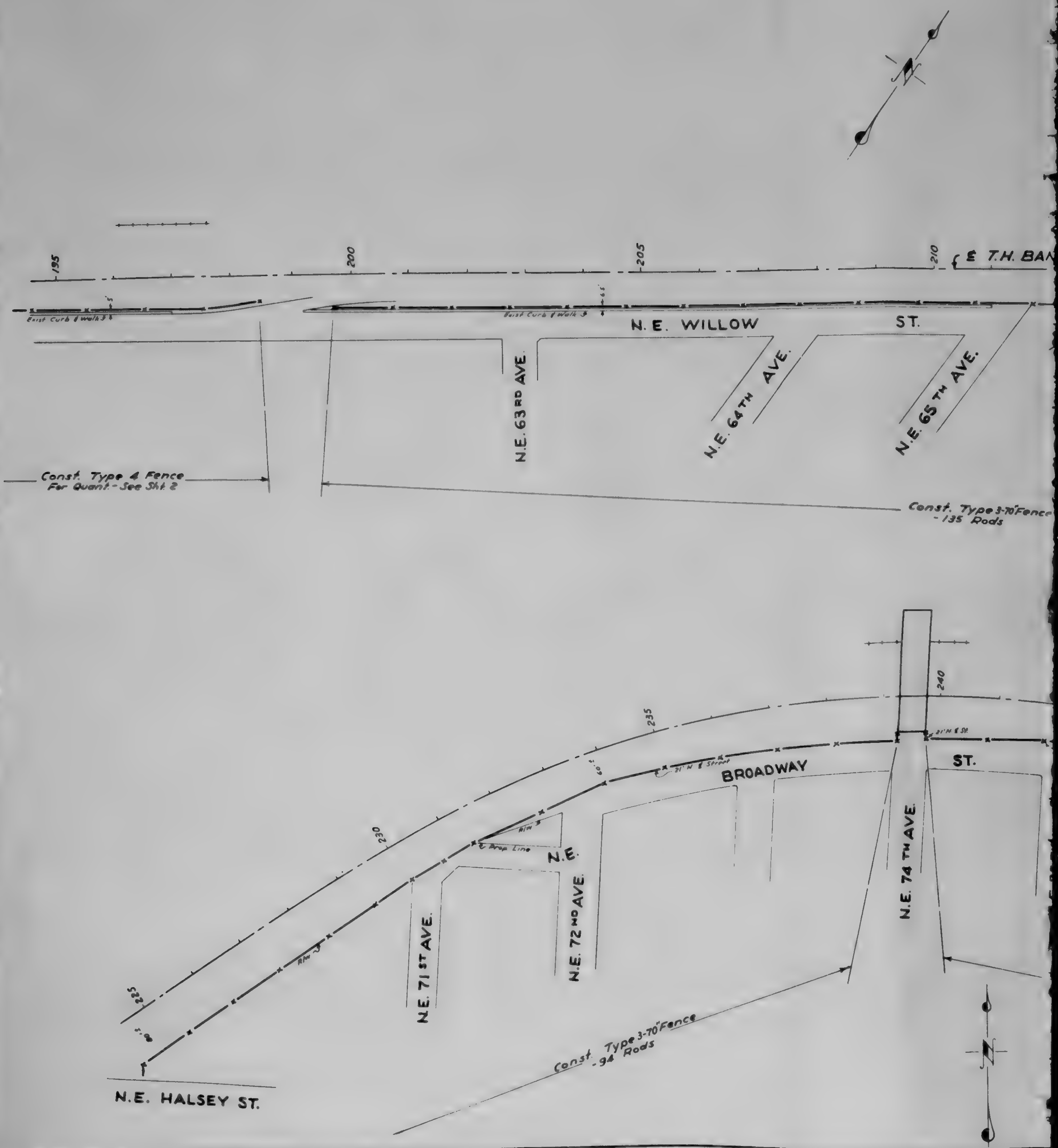

N.E. HALSEY ST.
N.E. 42ND
Const. Type 4 Fence - 8 Rods
136
138
140
145
℄ T.H. BANFIELD EXPRESSWAY
135
To City Center
Exist Curb
Exist Walk
N.E. SENATE ST.
AVE
N.E. 44
Const. Type 3-70" Fence - 70 Rods
W. END OF PROJECT
STA. 137 + 35
165
170
175
180
Install 12' Gate
Approx Loc
N.E. IRVING ST.
Exist Curb
Install 12' Gate
Approx Loc
Exist Curb
Const. Type 3-70" Fence - 91 Rods
N.E. 52ND
N.E. 53RD
N.E. HOYT ST.
Install 12' Gate
Approx Loc

42ND AVE.- SUNDIAL SECTION
T. H. BANFIELD EXPRESSWAY
MULTNOMAH COUNTY

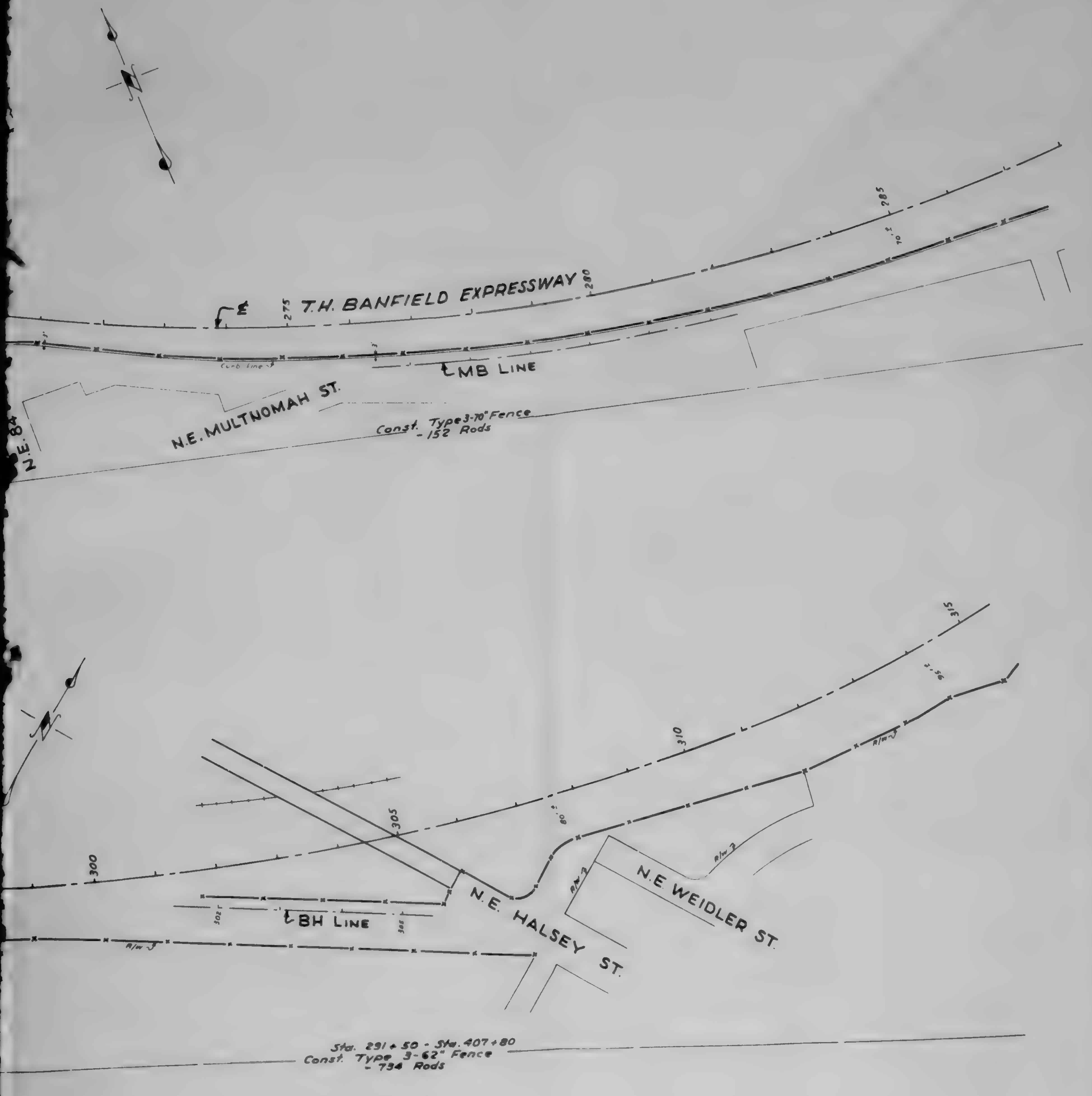
SHEET No **3**

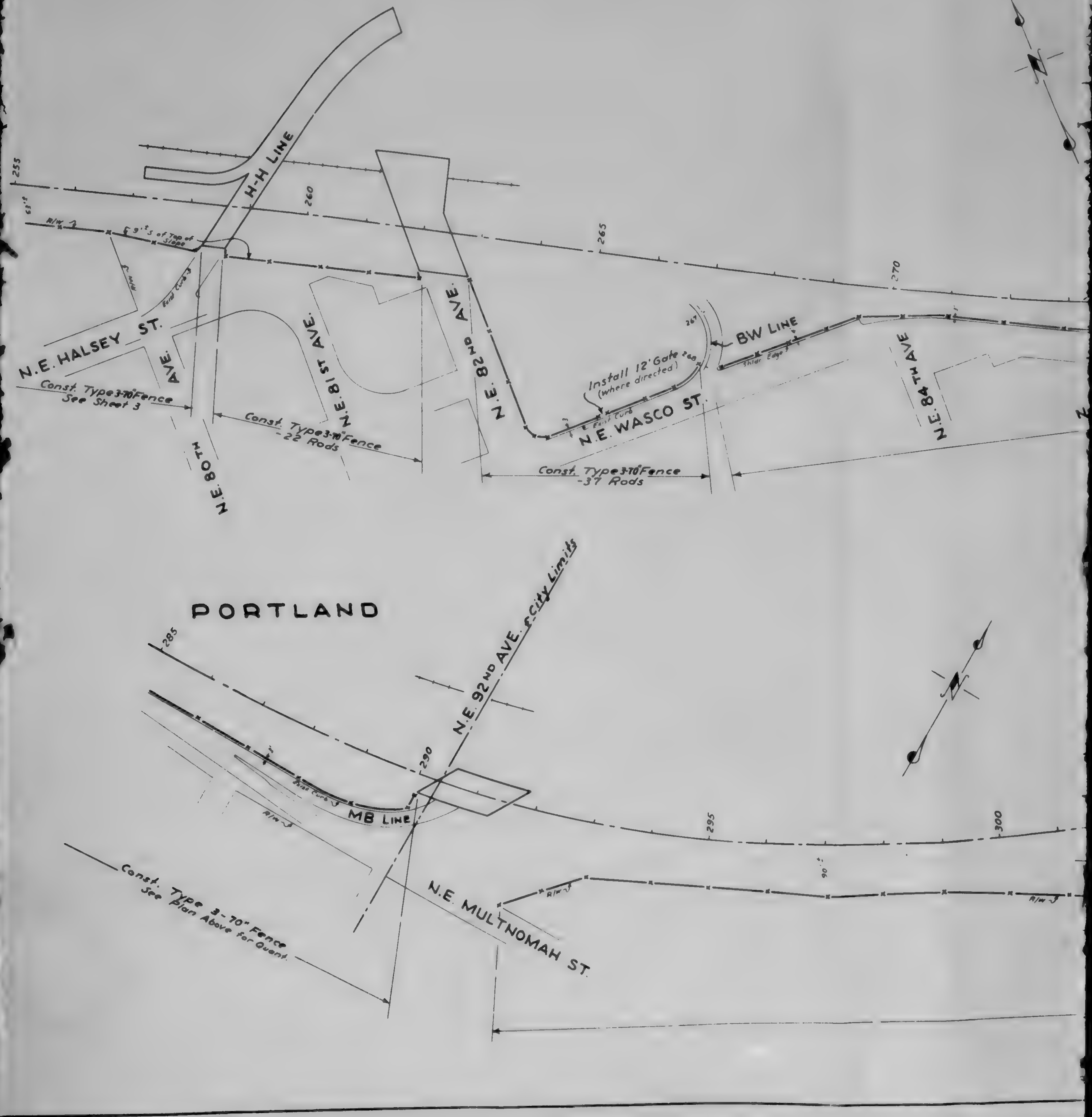
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	STATE		See Index



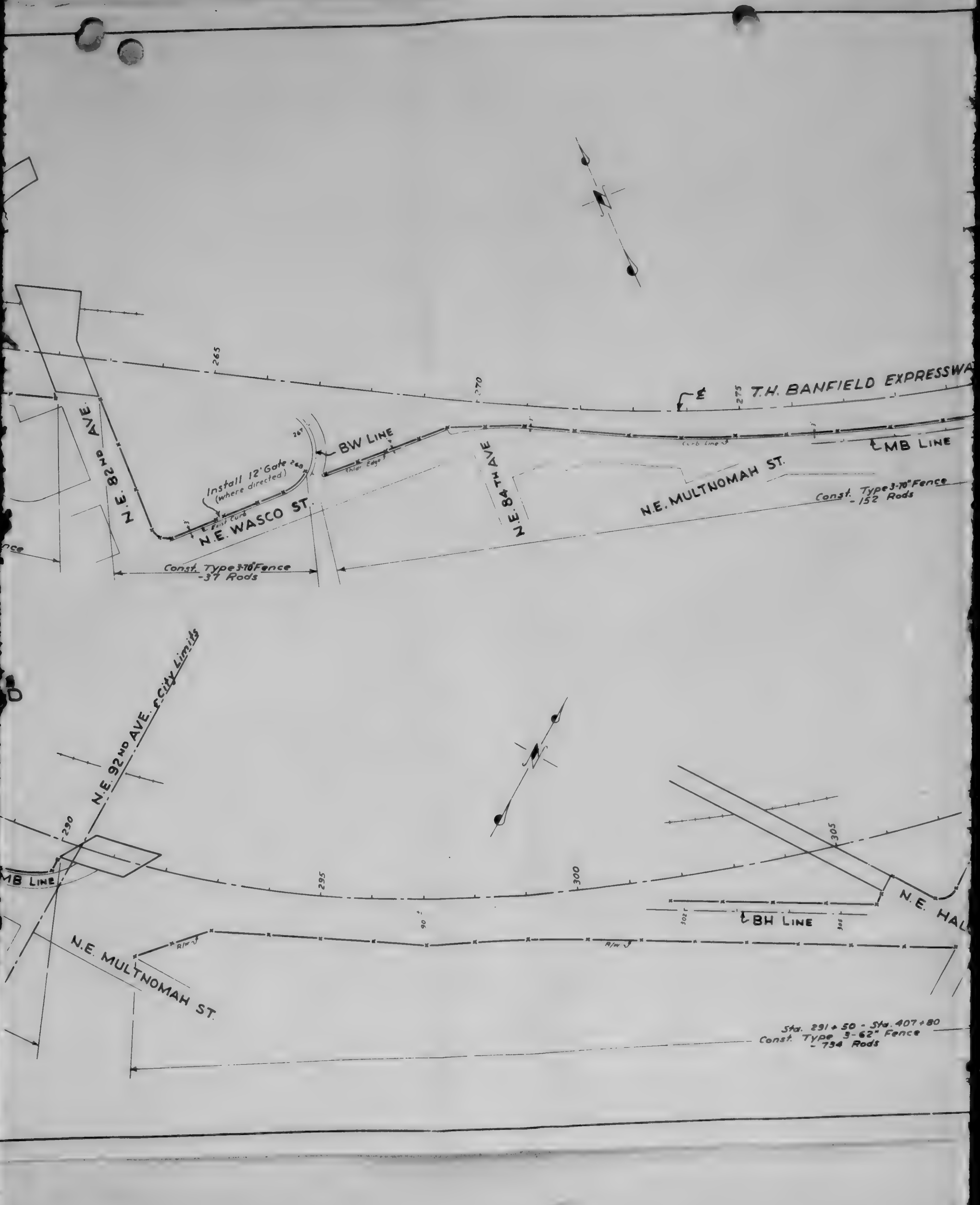

195
200
205
210
℄ T.H. BAN
East Curb & Walk 3
East Curb & Walk 3
6.5'
N.E. WILLOW ST.
N.E. 63RD AVE.
N.E. 64TH AVE.
N.E. 65TH AVE.
Const. Type 4 Fence
For Quant.-See Sht. 2
Const. Type 3-70" Fence
-135 Rods
225
230
235
240
60'
R/W 3
℄ Drop Line
R/W 3
21' N ℄ Street
21' N ℄ St.
N.E. BROADWAY ST.
N.E. 71ST AVE.
N.E. 72ND AVE.
N.E. 74TH AVE.
N.E. HALSEY ST.
Const. Type 3-70" Fence
-94 Rods

42ND AVE - SUNDIAL SECTION T.H. BANFIELD EXPRESSWAY MULTNOMAH COUNTY				SHEET No 4
FED. ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	STATE		See Index





255
260
265
270
H-H LINE
R/W
Top of Slope
Exist. Curb
N.E. HALSEY ST.
AVE.
N.E. 80TH
Const. Type 3-70" Fence
See Sheet 3
N.E. 81ST AVE.
Const. Type 3-70" Fence
-22 Rods
N.E. 82ND AVE.
Install 12' Gate
(where directed)
N.E. WASCO ST.
BW LINE
Shldr. Edge
N.E. 84TH AVE
Const. Type 3-70" Fence
-37 Rods
PORTLAND
285
290
295
300
N.E. 92ND AVE. ℄ City Limits
MB LINE
Exist. Curb
R/W
N.E. MULTNOMAH ST.
Const. Type 3-70" Fence
See Plan Above for Quant.



265
270
℄
275
T.H. BANFIELD EXPRESSWA
N.E. 82ND AVE.
267
268
BW LINE
Install 12' Gate (where directed)
E. Exist Curb
Shldr Edge
N.E. WASCO ST.
N.E. 84TH AVE
Curb Line
℄ MB LINE
N.E. MULTNOMAH ST.
Const. Type 3-70" Fence - 152 Rods
nce
Const. Type 3-70" Fence -37 Rods
N.E. 92ND AVE. ℄ City Limits
290
MB LINE
295
300
305
R/W
℄ BH LINE
N.E. HAL
N.E. MULTNOMAH ST.
Sta. 291+50 - Sta. 407+80
Const. Type 3-62" Fence - 734 Rods

RECEIVED
OCT 27 1954
FOR FILING

file

26 [illegible]

October 26, 1954

The Colorado Fuel & Iron Corporation,
Pacific Coast Division
1350 N. W. Raleigh St.
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4270, which was awarded to you on August 10, 1954 by the State Highway Commission, for fencing on the 42nd Avenue-Sundial Section of the T. H. Banfield Expressway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

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FOR FILING

[illegible]

[illegible]

August 11, 1954

Colorado Fuel and Iron Corp.
Pacific Coast Division
1350 N. W. Raleigh
Portland 9, Oregon

Gentlemen:

The State Highway Commission on on August 10, 1954 awarded to you State Highway Contract No. 4270 for 42nd Avenue-Sundial Fencing Project on the T. H. Banfield Expressway in Multnomah County. This award was based on your bid of $25,176.75 which was the low bid submitted to the Commission on that day for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

mm
cc: H. G. Smith
S. H. Probert
R. G. Savage-SIAC

UI-323(8) 82nd Ave. O'Xing, T.H. 1954
Banfield Exp.
#4271

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NOV 23 1955
FOR FILING

41-322(?)
4271

B

FORM E-123 50M REVISED 3-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

November 21, 1955

Inland Construction Co.
6202 S. E. Harmony Road
Milwaukie, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on November 3, had under discussion your request for an extension of time from June 30 to August 23, 1955 within which to complete your contract No. 4271. for constructing the 82nd Avenue Overcrossing on the T. H. Banfield Expressway in Multnomah County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: . G. Skelton,
Division Engineer

. R. Allen
Resident Engineer

. M. Stephenson,
Bridge Engineer

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NOV 14 1955
FOR FILING

111-322-(8)

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 24, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4271	11-Final	Inland Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
21837	B-134616	$ 10,418.88	10/24/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: June 30, 1955

Time Extensions: to Aug. 23, 1955 without penalty

Completion Date: Aug. 23, 1955

Date Accepted: Nov. 3, 1955

Penalties: None of record

Claims: None of r ecord

Remarks:

Date: 11-8-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

Ruth Rawlings

9

RECEIVED
OCT 1 1955
FOR FILING

UI-36-(1)
4271

October 18, 1955

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

State Highway Contract No. 4271 for constructing the 82nd Avenue Undercrossing on T. H. Banfield Expressway in Multnomah County was completed by the contractor, Inland Construction Co., on August 23, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $10,418.88 will be released to the contractor after acceptance by the Commission. The total contract amount is $99,329.30, of which amount $2,326.92 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
OCT 11 1955
FOR FILING

[illegible]
4271

October 10, 1955

Oregon State Highway Commission

Request for extension of time
No. 8
November 3 and 4 meeting.

Gentlemen:

Re: 82nd Avenue Undercrossing
Contract No. 4271

Inland Construction Co., contractor on the 82nd Avenue Undercrossing on the T. H. Banfield Expressway, has requested an extension of time from June 30, 1955, to August 23, 1955, which is the date work was completed.

The contractor could not start work for about two months after the award of the contract on account of the operations of the grading contractor on the Banfield Expressway. Also, some additional work and alterations were required, such as remodeling of the sewer system and the construction of additional concrete handrail. These items were not covered in the original contract. The structure was opened to traffic before the specified completion date.

As the delay was caused by items beyond the responsibility of the contractor, it is recommended that this extension be granted without penalty. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

PMB/dp

Attached

RECEIVED
JUL 8 - 1955
FOR FILING

OREGON DISTRICT
[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

May 4, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project UI-323(8)
Banfield Expressway Undercrossing
at 82nd and Halsey

Dear Sir:

Our Washington, D. C. office has made the following comments in connection with the design of the above structure:

"1. Tests made by the University of Illinois and shown in Bulletin No. 25, dated November 1949, indicate that channel shear connectors are more effective when the flanges are 'toed' in the direction of the load, that is, with the channel flanges 'toed' toward the supports.

2. The web to flange fillet welds should be revised to conform to A.W.S. Specification Article 221(a)."

These matters were discussed verbally with Mr. Merchant some time ago. Since there was some question concerning the interpretation of the A.W.S. specification referred to, we requested clarification and further discussion from our Washington Office. Three copies of their reply, dated April 25, 1955 are enclosed herewith.

Also, we are enclosing 3 copies of a memorandum from our Washington Office dated April 19, 1955, concerning the orientation of channel shear connectors on a Montana Project. The comments therein are furnished for your information and as justification for the above-quoted recommendation concerning shear connectors.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
MAY 5 1955
OREGON
STATE HIGHWAY COMMISSION

NOTED
G. S. PAXSON

Encls.

C
O
P
Y

CH-1.3 BUREAU OF PUBLIC ROADS

Mr. F. L. Andrews, Division Engineer, April 25, 1955
Portland, Oregon

A. C. Clark, Deputy Commissioner, (J. Barnett)
Washington, D. C. (2 pages)

Oregon Project UI-323(8)

Reference is made to your memorandum of April 12 regarding an interpretation of A. W. S. Specifications, Article 221 (a).

An application of the table shown in Article 221 (a) of the A. W. S. Specifications would require, as stated in your memorandum, the use of 5/16 inch fillet welds to fasten the 3/8 inch thick web plate to the 1 inch thick top flange plate and the use of 1/2 inch fillet welds to fasten the web plate to the 2-1/4 inch thick bottom flange plate.

The continuation of the Article 221(a), however, which states that the maximum size of fillet weld that may be used along the edge of material 1/4-inch or more in thickness shall be 1/16-inch less than the thickness of the material does not apply in the instance of the web to flange connection. Usually, the web-to-flange connection is a tee-connection and there is no welding along the edge of material (Figure 2-AA, page 23 of the A.W.S. Specifications, illustrates "welding along the edge of material").

The geometry of the design section of a welded girder should be such that the normal application of the welding specifications does not become impractical. The use of thick materials tends to introduce restrictions (see Articles 105 (b) and 604(f)) and welding and material controls which effect economy of welded construction.

Normally, we would expect a web thickness of more than 3/8 inch when a flange plate 2-1/4 inches thick is used, and usually the ratio of flange width to flange thickness is much greater than that of the 12 inches by 2-1/4 inches bottom flange being used in the bottom flange of girders for the Halsey Street Undercrossing. These factors could be modified to obtain a more practicable compliance with the welding specifications.

Also, please be advised, for informational purposes until final adoption and public release, that modifications of Article 221 have been proposed to the A. W. S. Committee on Welded Bridges. The modified Article, as presently drafted, will more clearly state, and show in tabular form, the minimum sizes of fillet welds to be used on a thickness of material except that the weld size need not exceed the thikness of the thinner part joined, unless a larger size weld is required by calculated stress.

The primary change under the proposed modification would be to clarify the article by indicating the minimum size of fillet weld to be used on certain thicknesses of material, rather than by indicating the maximum thicknesses of material for certain sizes of welds, as now shown. Also, the use of smaller welds to join parts would be permitted when the calculated weld stresses did not require larger weld sizes.

The present table shown would also be revised, under the proposed modifications, to permit the use of 1-1/2 inch material with a minimum fillet weld of 5/16 inch, and the use of 2-1/4 inch material with a minimum fillet of 3/8 inch.

Compliance with the intent of wording of the present article, or compliance with the proposed modification when adopted, would minimize the possibility of weld cracks due to the quenching effect of thicker material.

In consideration of the geometry of the subject structure and the use of A-373,54-T steel in webs and flanges, we would accept weld sizes which comply with the proposed modifications.

cc: Division Engineer

RECEIVED
OCT 4 - 1954
FOR FILING

45-2 [illegible]
4271

September 30, 1954

Inland Construction Company
6202 SE Harmony Road
Milwaukie
Oregon

Gentlemen:

We enclose herewith a fully executed copy of Contract No. 4271, which was awarded to you August 10, 1954 by the State Highway Commission, covering construction of the 82nd Avenue Undercrossing on the Banfield Expressway in Multnomah County. This copy is for your files.

A copy of this contract is also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

RECEIVED
FOR FILING

[illegible]
4271

August 11, 1954

Inland Construction Co.
6202 S. E. Harmony Road
Milwaukie, Oregon

Gentlemen:

The State Highway Commission on August 10, 1954 awarded to you State Highway Contract No. 4271 for construction of 82nd Avenue Overcrossing of T. H. Banfield Expressway in Multnomah County. This award was based on your bid of $99,953.50 which was the low bid submitted to the Commission on that day for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

mm
cc: H. G. Smith
[illegible] H. Probert
G. S. Paxson
F. G. Savage - IAC

S-167(1) East Unit, Van Drewsey Sec., 1954
Van-Drewsey Co. Rd.
#4272

NOTED
Harold C. Ayers

NOTED
V. R. JONES

March 5, 1957

Harney County Court
Courthouse
Burns, Oregon

(FAS 458)

J. [illegible]

Gentlemen:

Attached is a copy of the Bureau of Land Management's decision on the application for right-of-way through Government-owned lands on the East Unit, Van-Drewsey section of the Van-Drewsey Road. Attached also is a print of a map showing the above described lands.

This copy of the decision and print of the map are for your files.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Clarence G. Swenson
Acting Engr., County and City Relations

CGS:mm
Att.

For letter from Earl Saling 3-1-57
See 1958-59 Fas Co Rd Program file

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

C O P Y

R1-146

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
Land Office
Room 108, 827 N.E. Oregon St.
Portland 14, Oregon
DECISION

Oregon 03347

OSHD File No. 22010

Date July 1, 1954

Name:
Oregon State Highway Department

Date Map Filed:
May 19, 1954

Highway Right-of-Way
Land affected:
T. 20 S., R. 35 E., W. M., Oregon
sec. 7, NE¼SE¼
" 8, W½SW¼
sec. 21, SE¼NE¼, NE¼NW¼.

Highway Right-of-Way Approved

The application and map filed by the above-named State for a highway right-of-way over public lands, under section 17 of the Federal Highway Act of November 9, 1921 (42 Stat. 216; 23 U.S.C. sec. 18) have been examined and found to conform to the regulations. The Bureau of Public Road, U. S. Department of Commerce, has determined that the land is necessary for the purpose specified in the act. Reports of interested Federal agencies are favorable also.

Pursuant to the above-mentioned act and the regulations thereunder (43 CFR, Part 244), the right-of-way over the public lands as shown on the above-mentioned map is approved, subject to all valid existing rights, but reserving rights-of-way for canals and ditches constructed under authority of the United States, and subject to the reservation to the United States of all fissionable source materials, in accordance with the provisions of the act of August 1, 1946 (60 Stat. 755; 42 U.S.C. sec. 1801) and subject further to the stipulation that the State shall not discriminate against any employee or applicant for employment because of race, creed, color or national origin and shall require an identical provision to be included in all sub-contracts.

The records of this office show that the described lands in secs. 7 and 8 are affected by transmission line right-of-way Oregon 0874 of the Idaho Power Company, which was approved April 17, 1951, under the act of March 4, 1911 (36 Stat. 1253).

One tracing map showing the location of the highway and a copy hereof will be forwarded to the Office of the Director of this Bureau for appropriate notation of the records in Washington, D. C. Five copies hereof are being forwarded to the Bureau of Public Roads, which agency will advise the applicant of the action taken.

Frances A. Patton /s/
Manager

-CERTIFICATE-

I, hereby certify, that the following described land is, as of this date, unreserved and unappropriated Federal Land.

SE^4 NE^4 Sec. 21, T. 20S., R. 35E., W. M.
NE^4 NW^4 Sec. 21, T. 20S., R. 35E., W. M.

Portions of Section-16 requested –
(rejected because that is State school land)

SW^4 SW^4 Sec. 8, T. 20S., R. 35E., W.M.
NW^4 SW^4 Sec. 8, T. 20S., R. 35E., W.M.
NE^4 SE^4 Sec. 7, T. 20S., R. 35E., W.M.

Signed at Portland, Oregon this ________ day of __________ 1954.

____
Manager

DRG. NO. 10C-21-10

OREGON STATE HIGHWAY DEPARTMENT	
Acquire From	U. S. Government
For	Right of Way
Highway	Van-Drewsey Co. Rd.
County	Harney
Scale: 1" = 100'	Date April, 1954

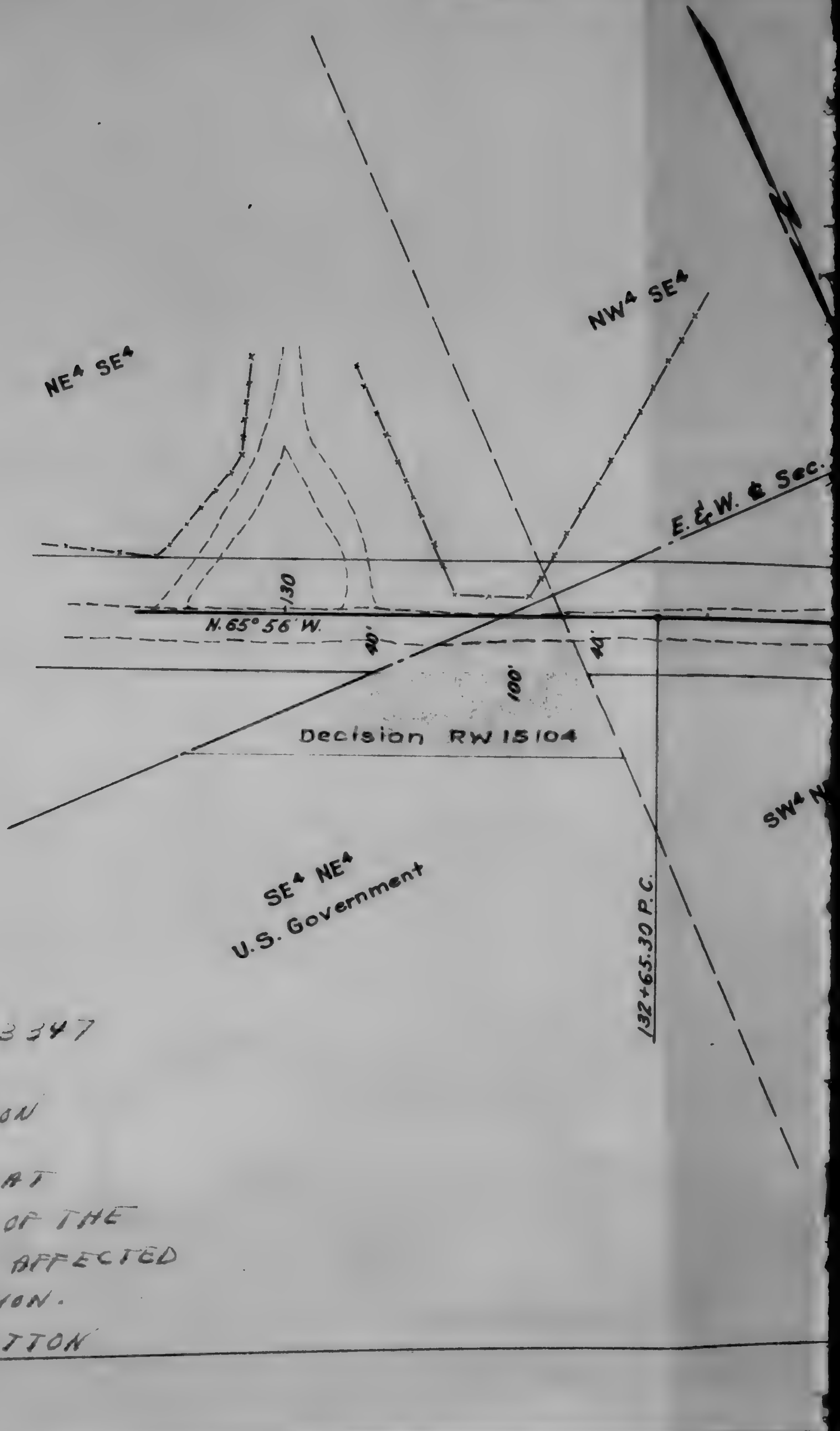
Rev. June, 1954

COPY
JUNE 4, 1954
SERIAL No. OREGON 0
LAND OFFICE
PORTLAND 18, OREG

I HEREBY CERTIFY TH
UNPATENTED LANDS
UNITED STATES ARE
BY THIS APPLICAT
/S/ FRANCES A. PA
MANAGER

File 22010

T. 20 S., R. 35 E., W.M.



iated

W. M.
W. M.

ad -
te school land)

W.M.
W.M.
W.M.

1954.

COPY

JUNE 4, 1954

SERIAL No. OREGON 03347

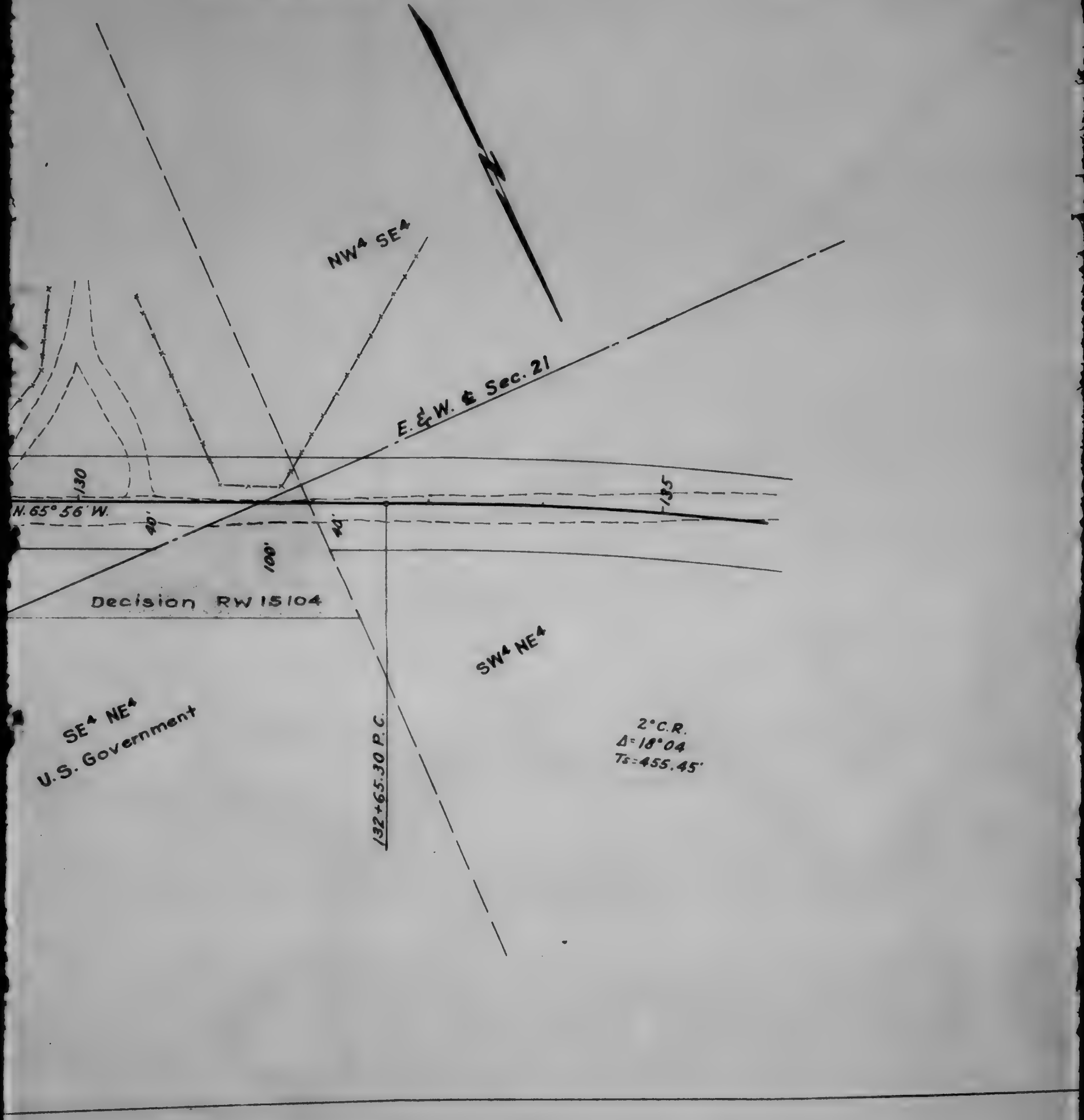
LAND OFFICE

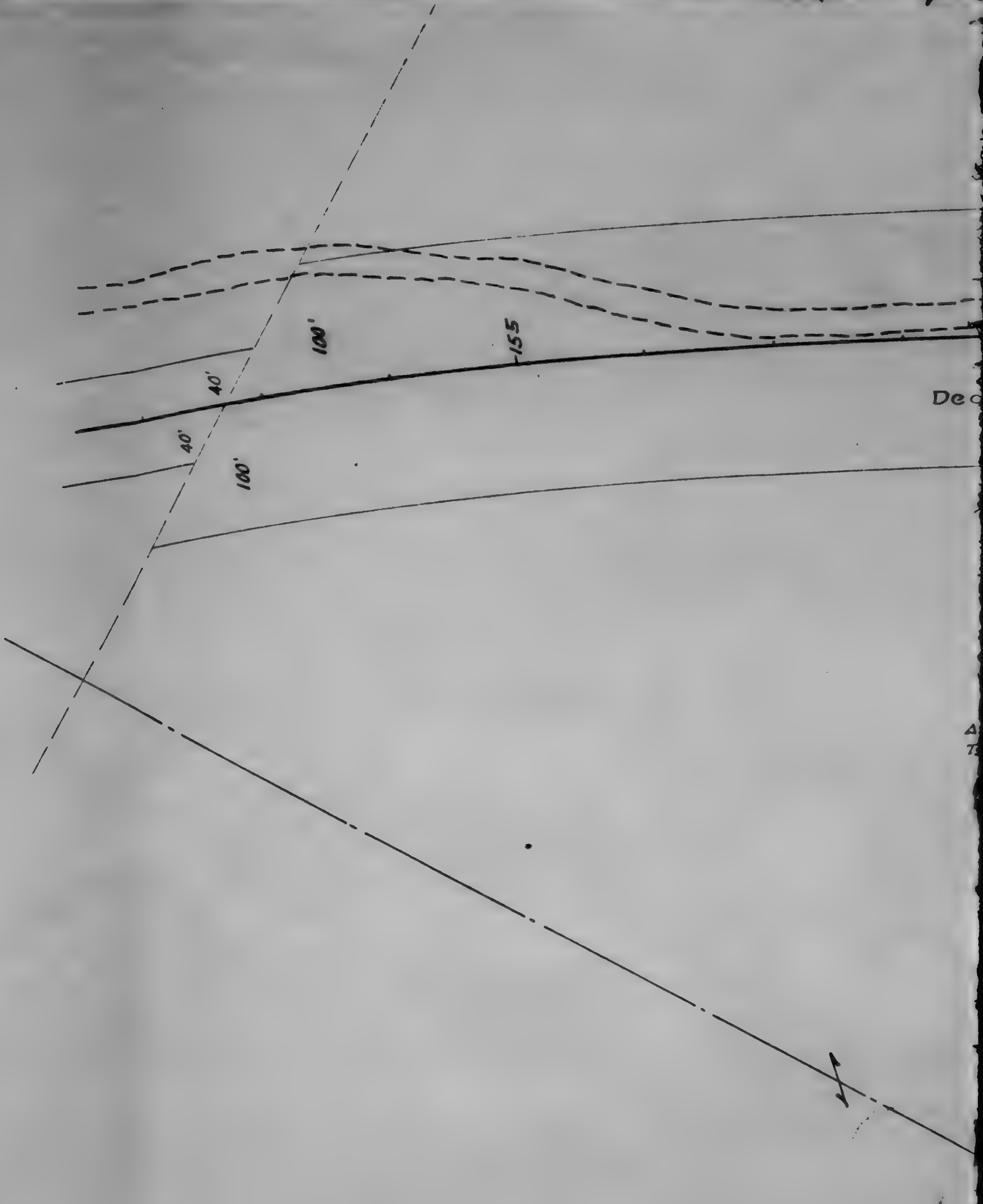
PORTLAND 18, OREGON

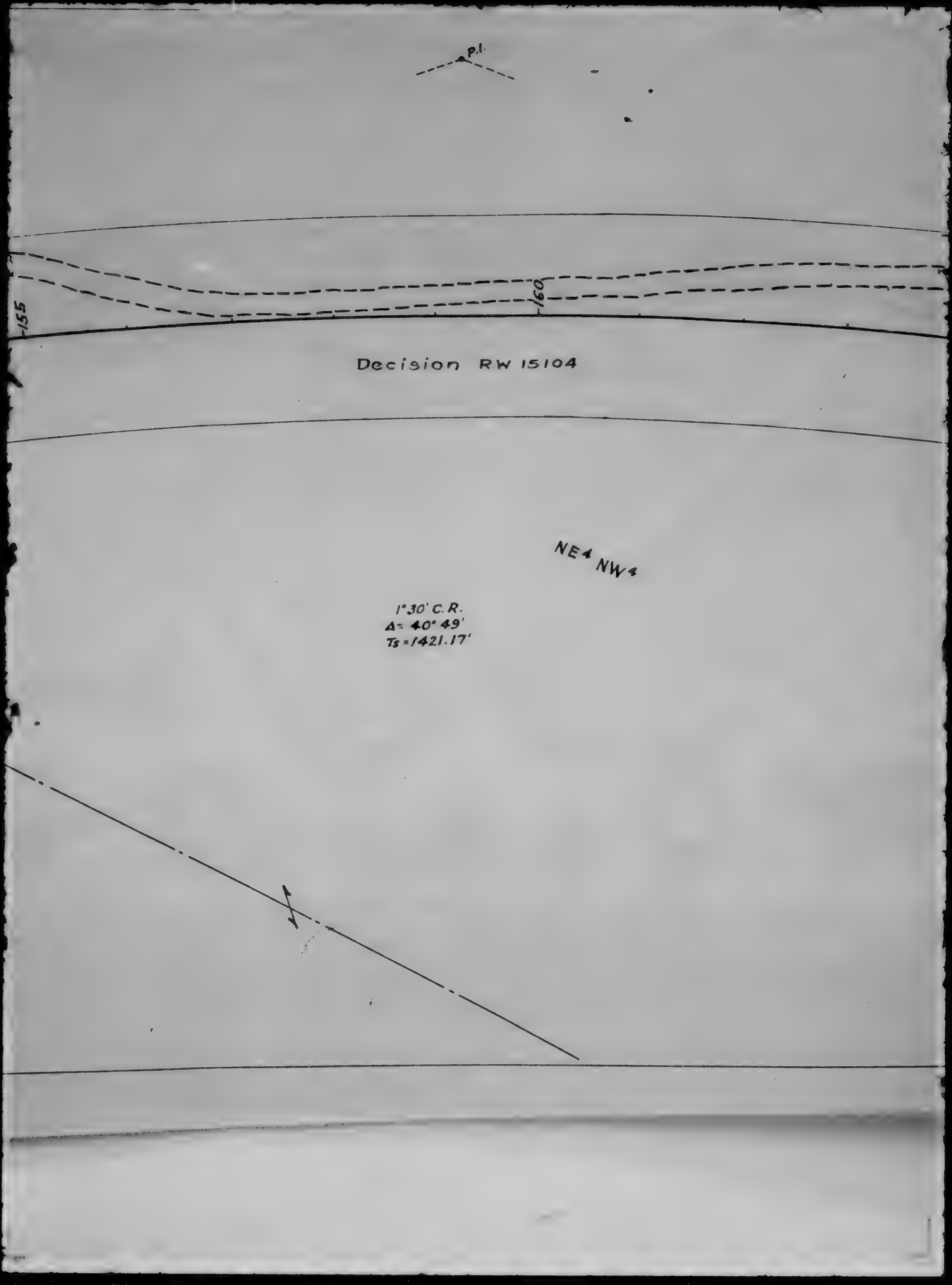
I HEREBY CERTIFY THAT UNPATENTED LANDS OF THE UNITED STATES ARE AFFECTED BY THIS APPLICATION.

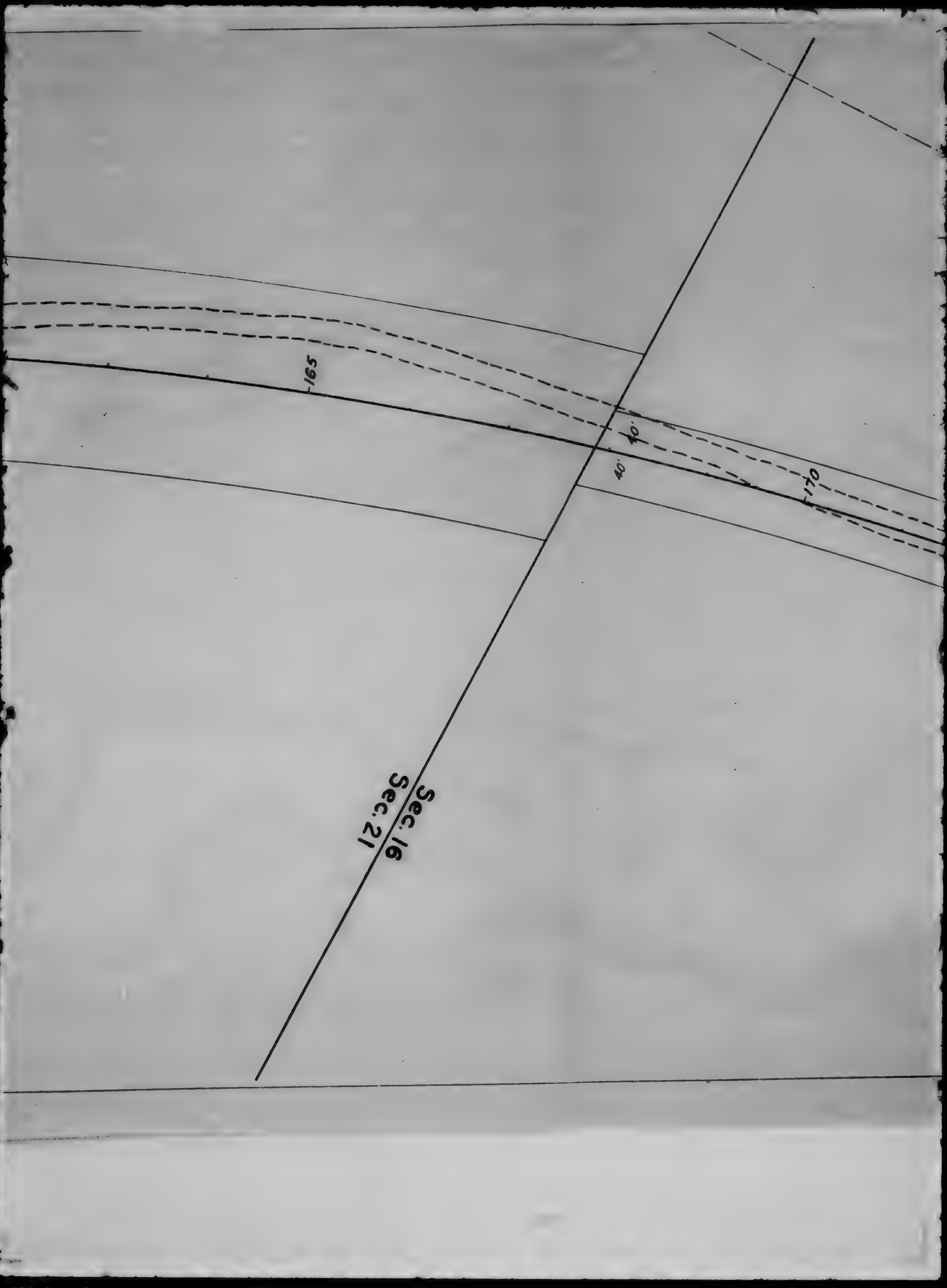
/S/ FRANCES A. PATTON
MANAGER

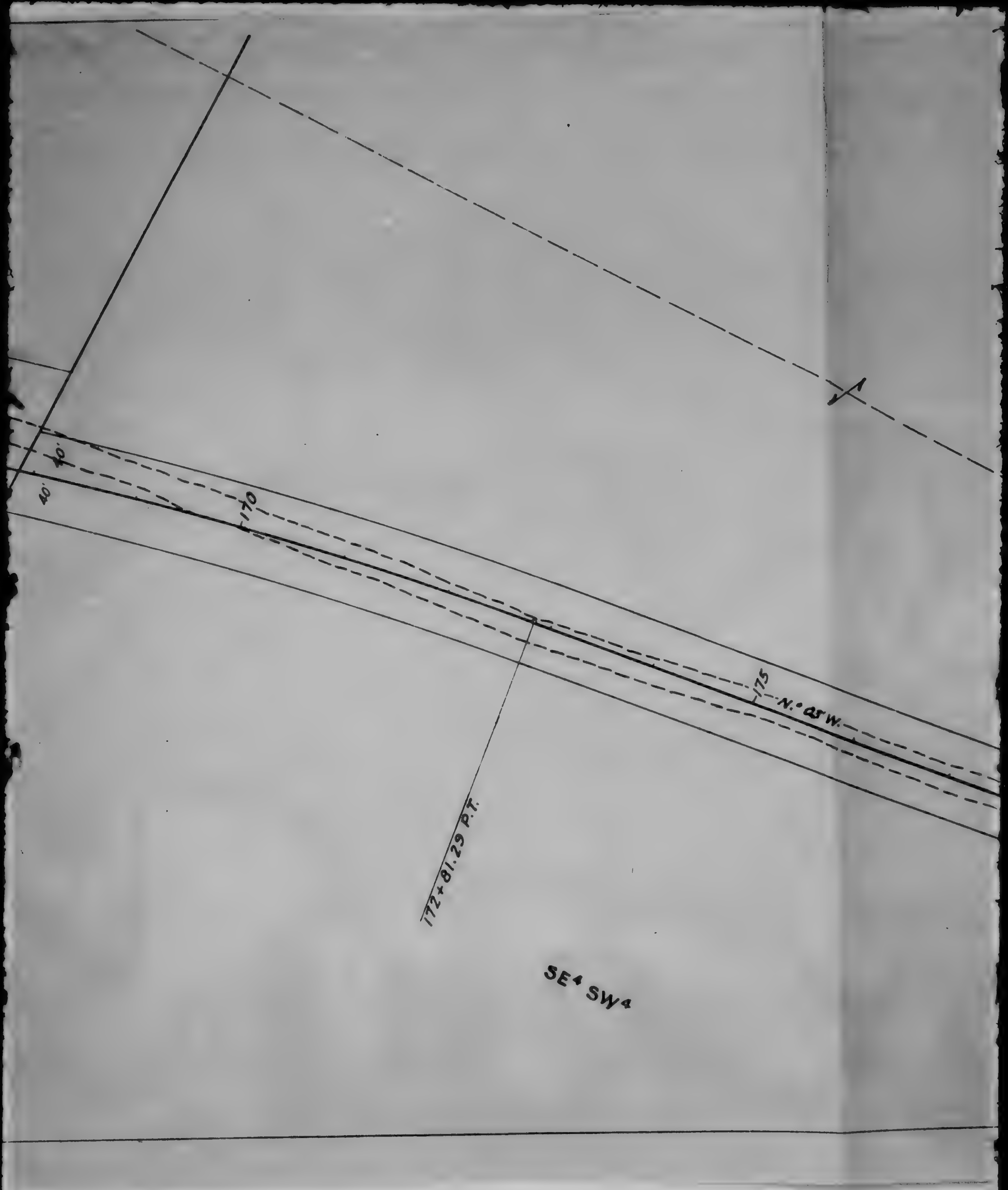
T. 20 S., R. 35 E., W.M.

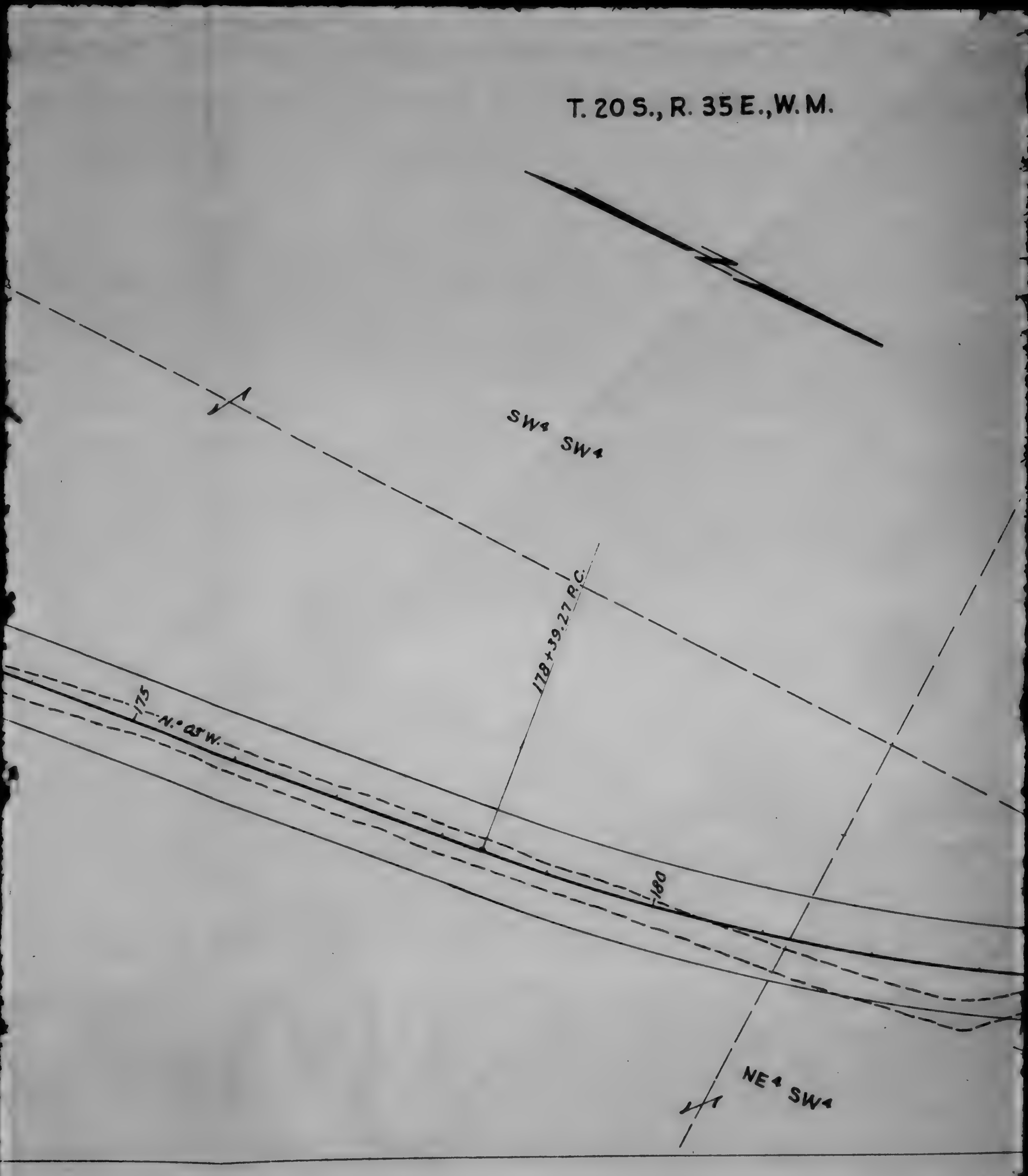

N
NW¼ SE¼
E. & W. ℄ Sec. 21
130
135
N. 65° 56' W.
40'
40'
100'
Decision RW 15104
SW¼ NE¼
SE¼ NE¼
U.S. Government
132+65.30 P.C.
2° C.R.
Δ=18° 04
Ts=455.45'

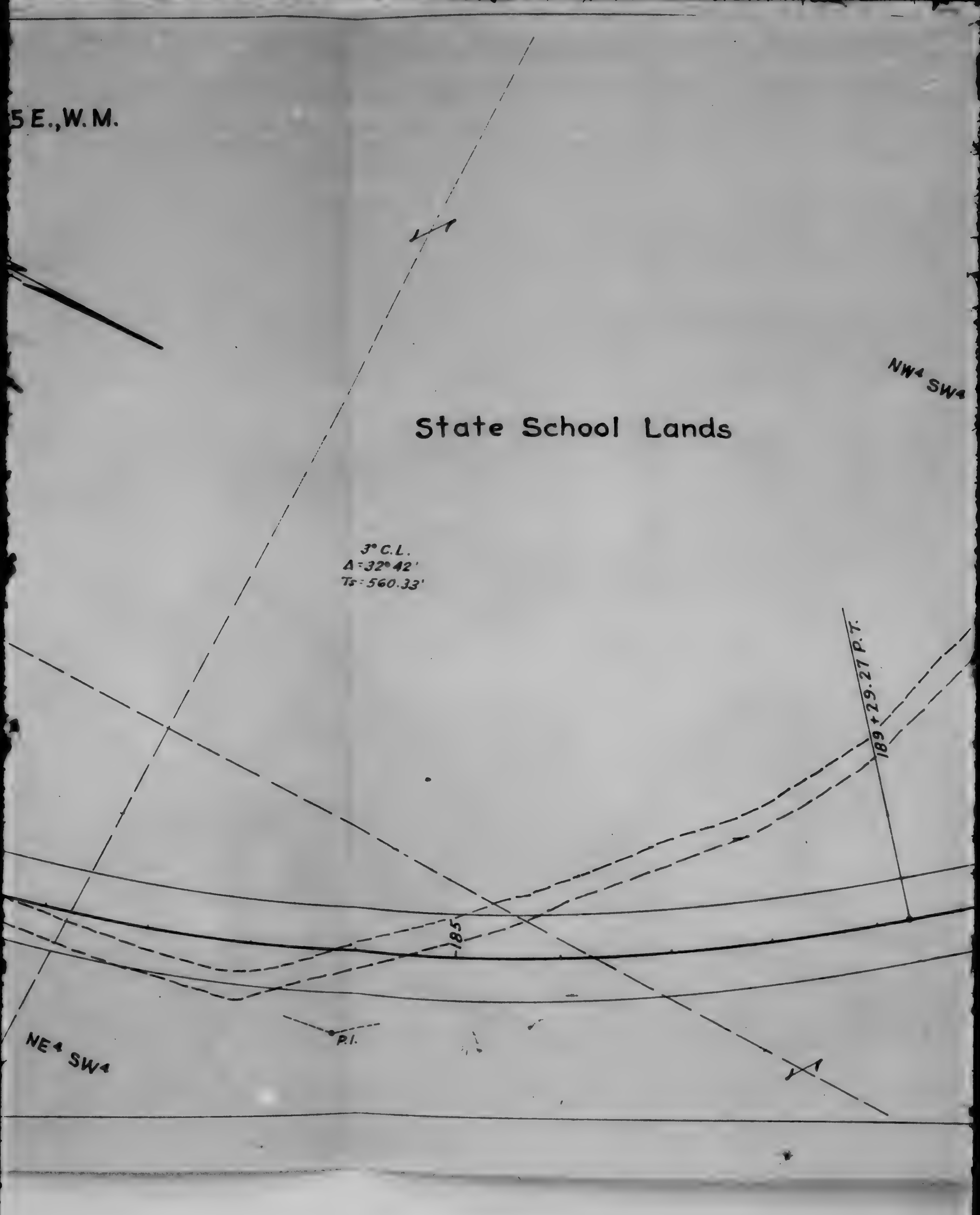

100'
155
40'
40'
100'

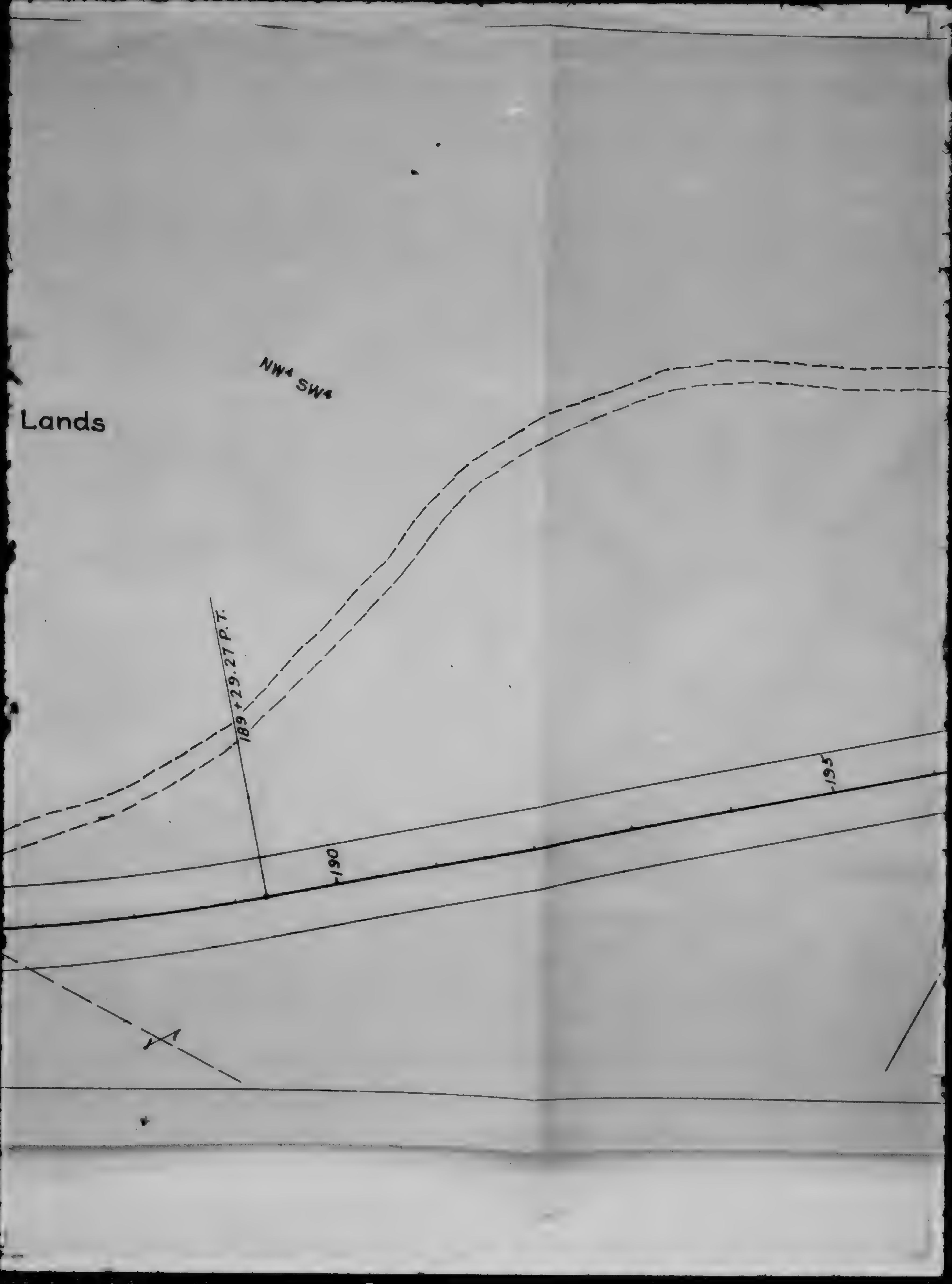

P.I.
155
160
Decision RW 15104
NE¼ NW¼
1°30' C.R.
Δ= 40° 49'
Ts=1421.17'

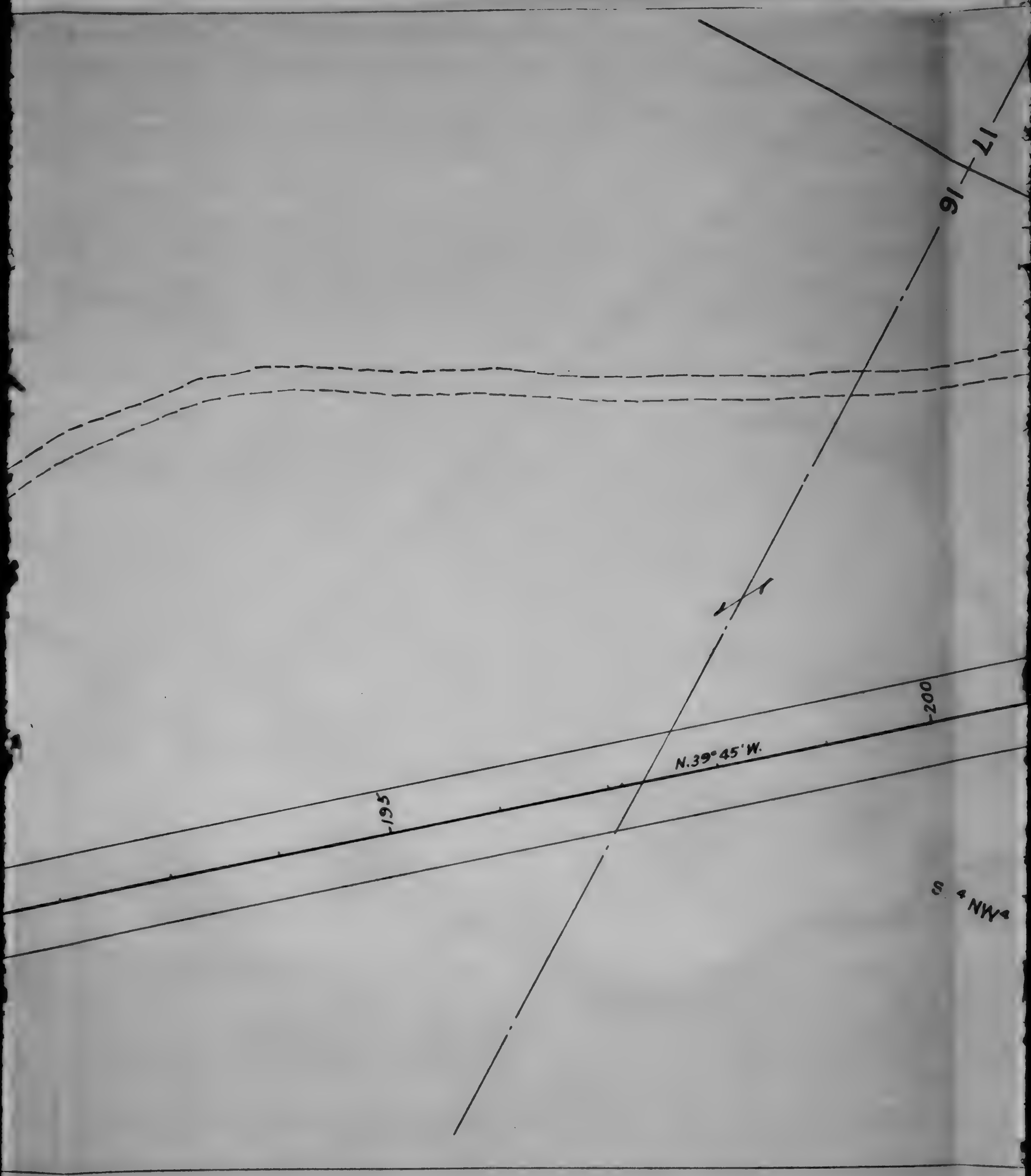

165
40'
40'
170
Sec. 16
Sec. 21

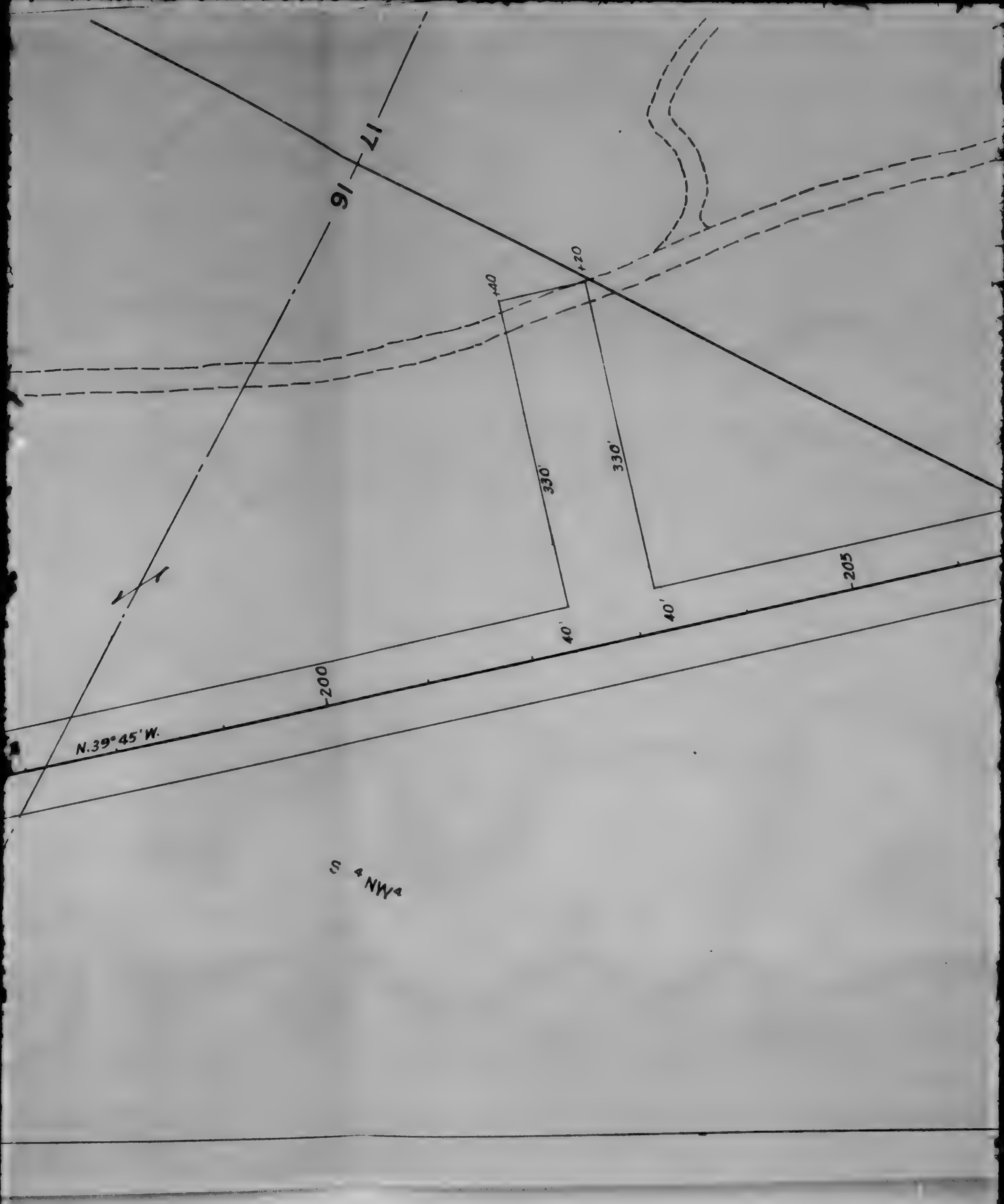

40'
40'
170
175
N. ° 05' W.
172+81.29 P.T.
SE¼ SW¼

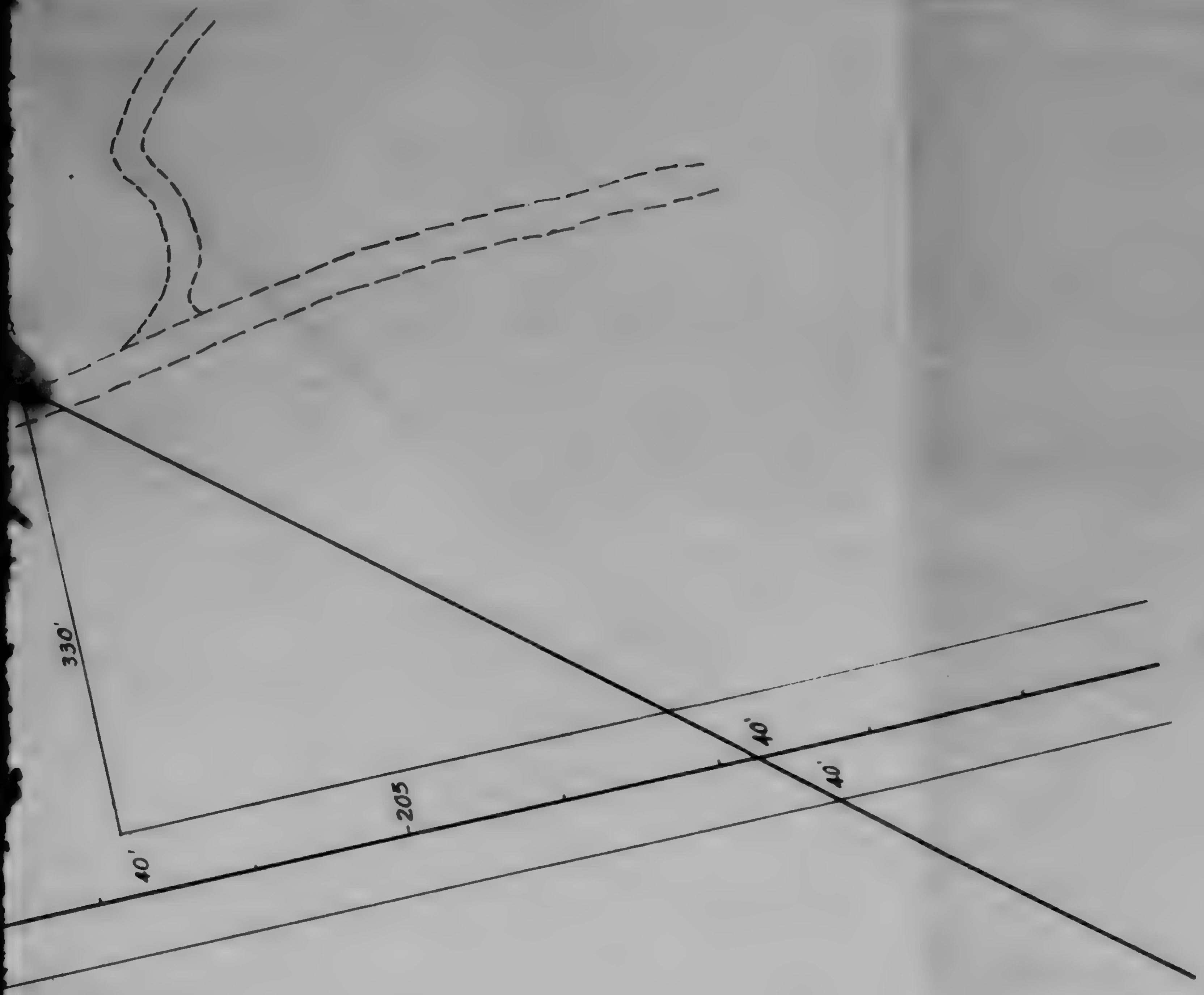

T. 20 S., R. 35 E., W. M.
SW¼ SW¼
178+39.27 P.C.
175
N.° 05 W.
180
NE¼ SW¼

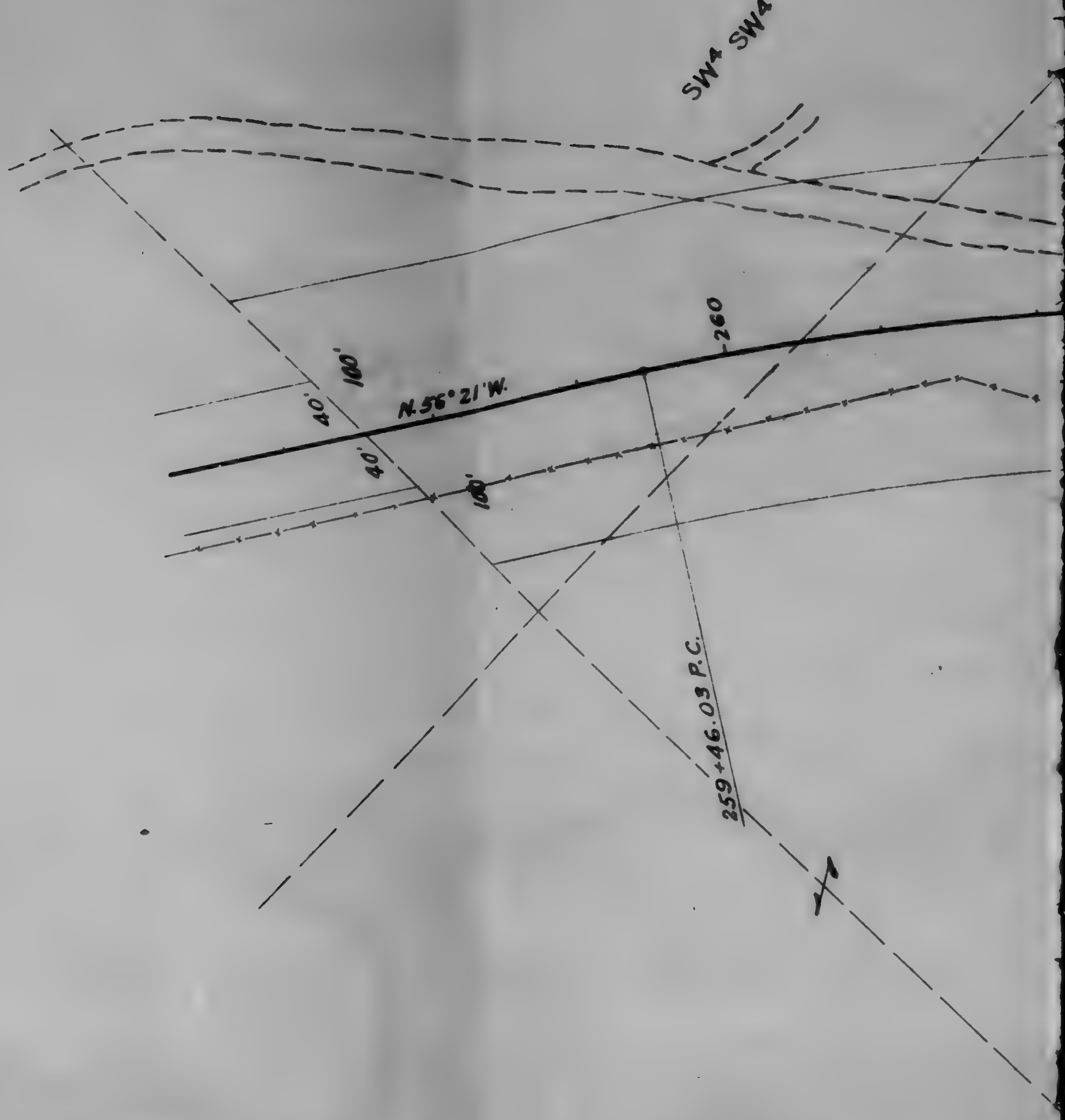

5 E., W. M.
State School Lands
NW¼ SW¼
3° C.L.
Δ=32°42'
Ts=560.33'
189+29.27 P.T.
185
P.I.
NE¼ SW¼

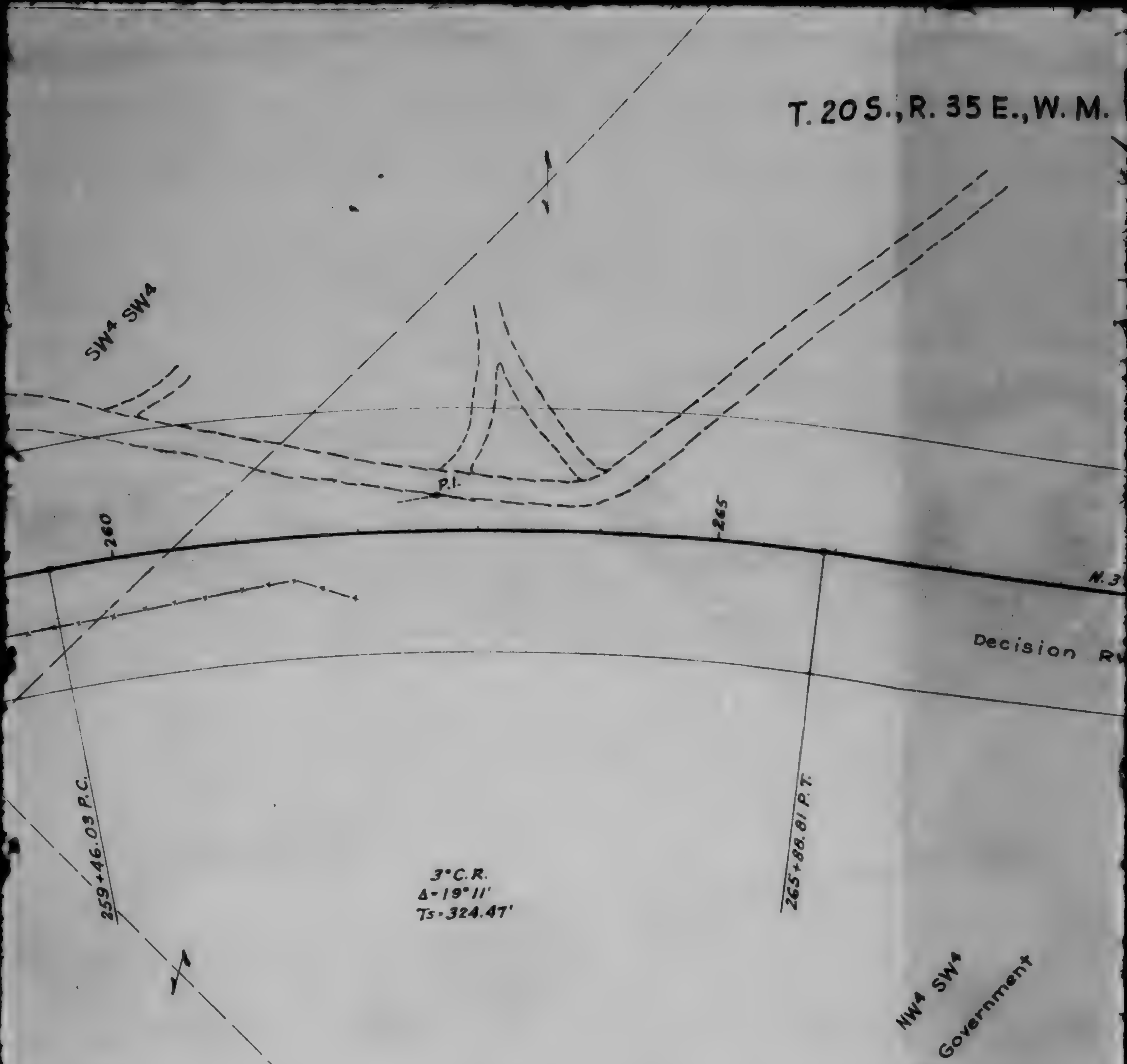

Lands
NW¼ SW¼
189+29.27 P.T.
190
195

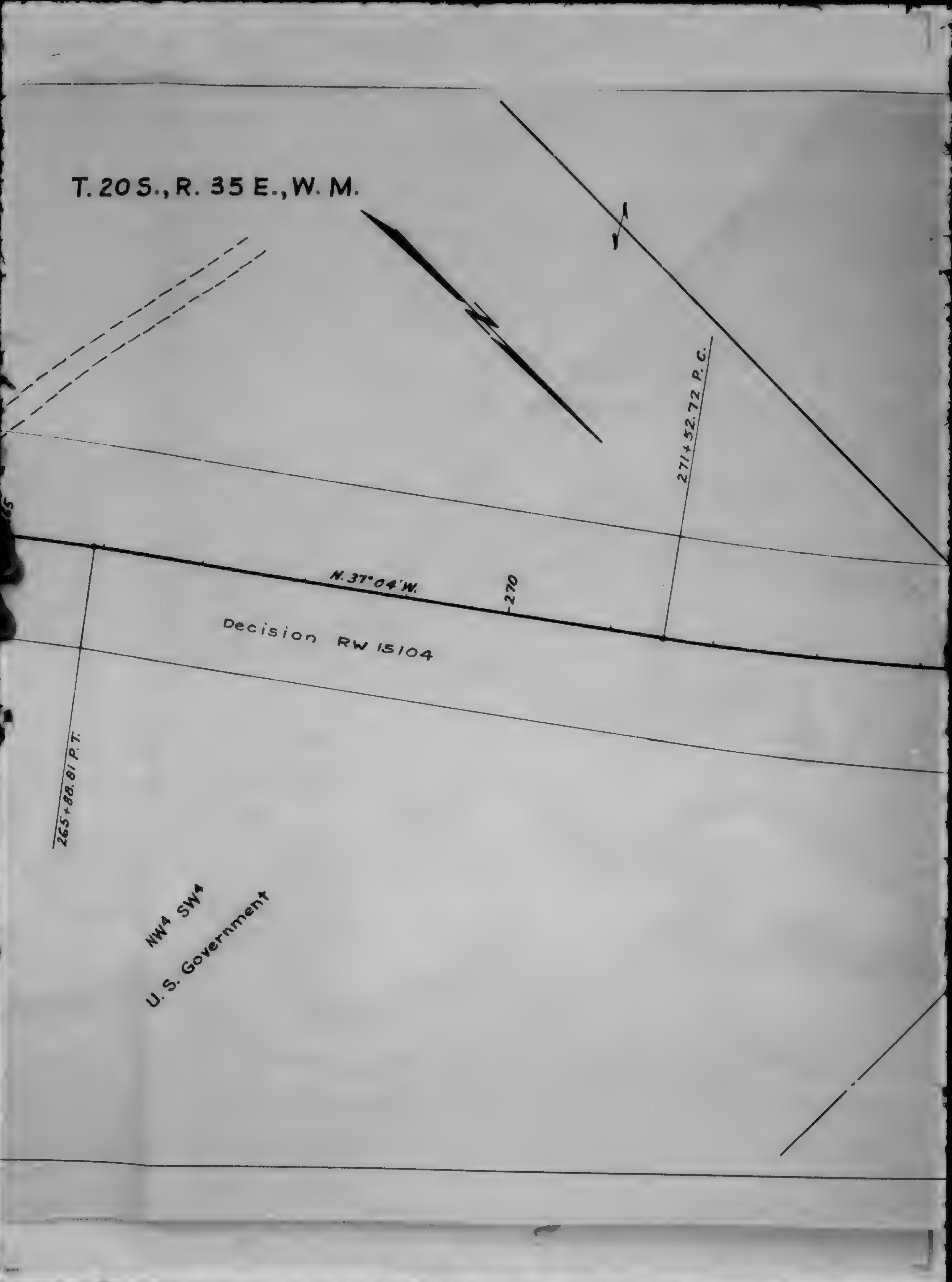

17
16
200
N.39° 45' W.
195
S. 4 NW4

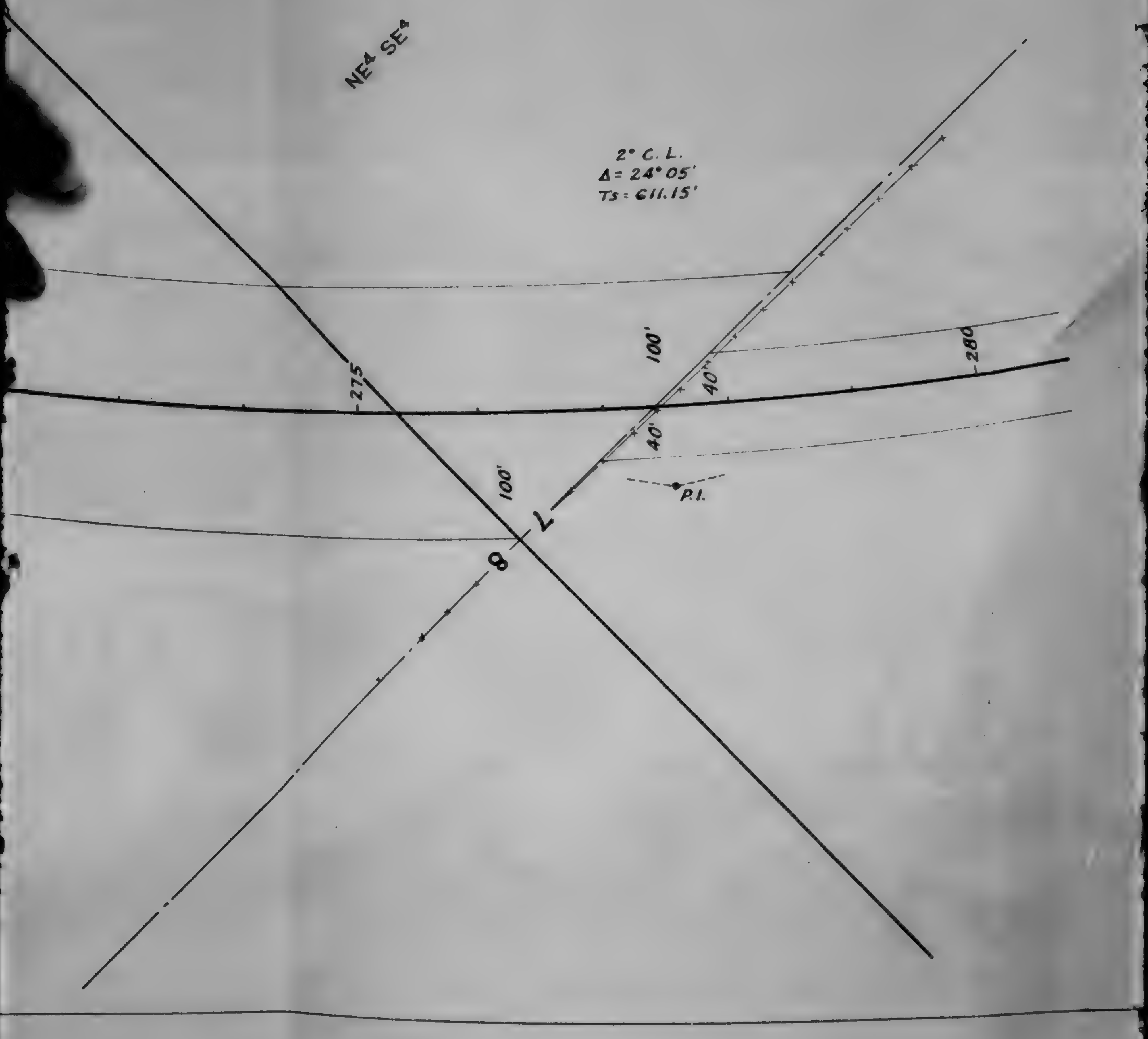

17
16
+20
+40
330'
330'
40'
40'
200
205
N.39° 45' W.
S ½ NW ¼



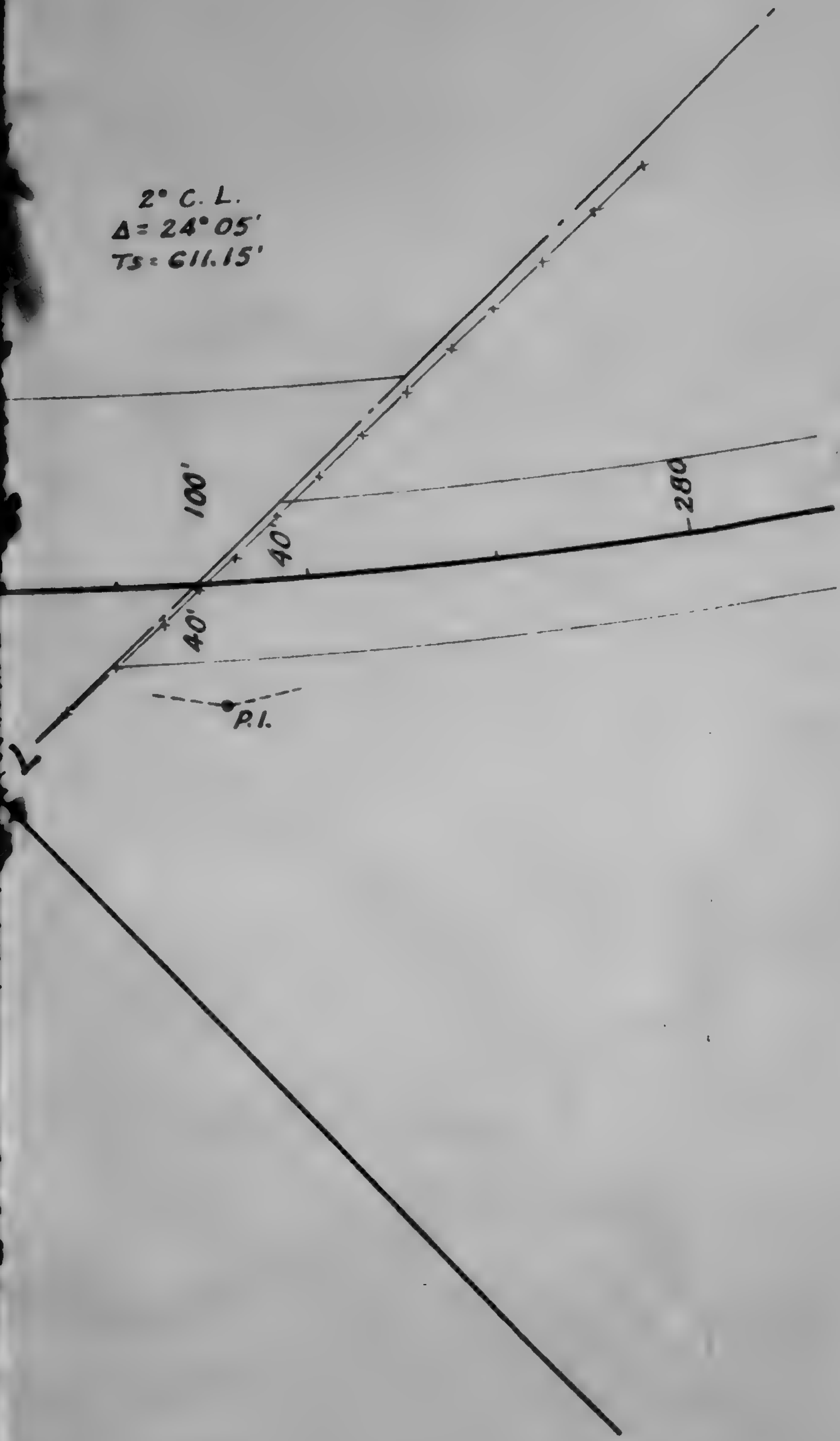

SW¼ SW¼
260
100'
40'
N.56°21'W.
40'
100'
259+46.03 P.C.


T. 20 S., R. 35 E., W. M.
SW¼ SW¼
P.I.
260
265
N. 3
Decision R
259+46.03 P.C.
265+88.81 P.T.
3° C.R.
Δ-19° 11'
Ts-324.47'
NW¼ SW¼
U.S. Government


T. 20 S., R. 35 E., W. M.
N
271+52.72 P.C.
N. 37° 04' W.
270
Decision RW 15104
265+88.81 P.T.
NW¼ SW¼
U.S. Government


NE4 SE4
2° C. L.
Δ= 24° 05'
Ts = 611.15'
P.I.

10 C - 51 - 10



10C-51-10

Form A-130—10M—9-55

NOTED
J. W. CATTRALL

NOTED
Harold C. A

INVOICE

Oregon State Highway Department

SALEM, OREGON

Contract 4272
S-167(1)

Harney County
Burns, Oregon

Attn: County Court

Invoice No. 45267

Date May 24, 1956

Your Req. No.

Billing Request No. cc-238

Credit distribution: 513-1031-297

Final billing Harney County's share of total costs of N. Unit, Van-Drewsey Section, FAS 455. Covered by agreement dated August, 1954.

Original Advance Deposit	16,500.00	
Less: Amt. previously transferred	13,000.00	
Balance Advance Deposit		3,500.00
County Share of Total Costs as per attached	14,367.18	
Less: Amt. previously transferred	13,000.00	
Balance		1,367.18
To be refunded		$2,132.82

State Printing 88944

JFH:te
Att.

NOTED
Harold [illegible]

NOTED
J. W. CATTRALL

May 23, 1956

Harney County Court
Courthouse
Burns, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

Final costs of the E. Unit, Van-Drewsey Section of FAS 458 are now available and it has been determined that the agreed County share of these costs is $14,367.18 as shown in the attached cost statement. As the County initially deposited $16,500.00 a refund of $2,132.82 is due. This refund will be made by means of a check from our Accounting Division within the next few days.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:te
Att.

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

County Harney Contract No. 4272 Date 5/22/56

FAS 4?8 Section E. Unit, Van Drewsey. Completed 9/21/55

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
1. Clearing & grubbing	all	2,[illegible]	100%	2,[illegible]
2. Drainage excav., [illegible]	[illegible]	[illegible]	[illegible]	[illegible],263.[illegible]
3. General	c.y.	.38	81,383.3	30,925.65
4. Short Overhaul	yd.sta.	.02	122,778	2,455.56
5. Long	M yd.sta.	45	16,97[illegible]	763.83
6. Finish R B & Slopes	mile	600.00	6.63	3,978.00
7. 12" Corr. metal pipe	l.f.	3.25	252	819.00
8. 18" " " "	l.f.	4.50	[illegible]	3,834.00
9. 24" " " "	l.f.	[illegible]	[illegible]	2,327.00
10. 66" " " "	l.f.	33.00	92	3,036.00
11. 78" " " "	l.f.	46.00	44	2,024.00
12. 65"x40" arch type corr. metal pipe	l.f.	2[illegible].[illegible]0	[illegible]	3[illegible]0.[illegible]0
13. 18" Corr. metal siphon pipe	l.f.	5.00	176	88[illegible]
14. Concrete end basins	each	75.00	7.[illegible]	5[illegible]
15. Salvage & reinstall steel pipe	l.f.	3.00	3[illegible]	[illegible]
16. Selected roadbed topping	c.y.	.35	18,975	6,641.25
17. Hauling roadbed topping	yd.mi.	.15	28,[illegible]98.5	4,2[illegible]4.78
18. Sprinkling	M gal.	2.[illegible]	[illegible]62	3[illegible]4.00
		Subtotal		$67,606.52
Construction engineering				6,516.83
Total construction costs				$74,123.35
Federal funds collected for project				$45,389.00

Agreed County Share Total Costs

50% of difference between total costs and Federal funds

($74,123.35 - $45,389.) x 1/2 = $14,367.18

County advance deposit	$1[illegible],5[illegible]0.[illegible]0
Less County share total costs	14,367.18
REFUND DUE HARNEY COUNTY	$ [illegible],13[illegible]

RECEIVED
JAN 20 1956

FOR FILING

January 17th, 1956

FINAL COST ANALYSIS

East Unit, Van-Drewsey Section
Contract #4272

Van-Drewsey Road
Prefix 513-1031 S-167(1)

J. M. Arenz, Contractor
Alvin Wallace, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	All		$	$	$ 897.60	$ 2,000.00
Drain. Exc., Unclass.	785.58	Cu. Yd.	2.50	1.96	1,539.66	1,963.95
Gen'l. " "	81,383.3	" "	0.38	0.45	36,637.06	30,925.55
Short Overhaul	122,778	Yd. Sta.	0.02	0.02	2,455.56	2,455.56
Long "	1,697.4	C-Yd. Sta.	0.45	0.45	763.83	763.83
Finishing R/B & Slopes	6.63	Mile	600.00	572.34	3,794.67	3,978.00
12" Corr. Metal Pipe	252	Lin. Ft.	3.25	3.06	772.03	819.00
18" " " "	852	" "	4.50	4.20	3,582.63	3,834.00
24" " " "	358	" "	6.50	6.44	2,307.17	2,327.00
60" " " "	92	" "	33.00	31.42	2,890.66	3,036.00
78" " " "	44	" "	46.00	47.04	2,069.94	2,024.00
65" x 40" Arch Type Corr. Metal Pipe	40	" "	20.00	28.87	1,154.99	800.00
18" Corr. Metal Siphon Pipe	176	" "	5.00	6.05	1,066.39	880.00
*Concrete End Basins	7.06	Cu. Yd.	75.00	75.00	529.50	529.50
Salvage & Install Steel Pipe	30	Lin. Ft.	3.00	2.00	59.99	90.00
Selected Roadbed Topping	18,975	Cu. Yd.	0.35	0.423	8,032.94	6,641.25
Hauling " "	28,098.5	Yd. Mi.	0.15	0.168	4,724.47	4,214.78
Sprinkling	162	M/Gal.	2.00	2.75	446.67	324.00
					$73,724.76	$67,606.52

* Work done all or part by Mr. Rodabaugh.

NOTED
State Highway Engineer

Total Cost	$73,724.76
Gross Revenue	67,606.52
Net Loss	$ 6,118.24

Net Loss Equals 9% of Gross Revenue

Remarks:

This was a "Federal Aid Secondary Project" calling for the construction of 6.63 miles of highway roadbed and construction of 6.63 miles of selected roadbed topping. The project was bid August 9th, 1954; work started October 1st, 1954 and the project was completed May 21st, 1955.

On October 1st, 1954 the contractor moved in a D-8 cat and dozer and with a small crew started clearing. The clearing consisted mostly of sagebrush, a few junipers and brush. This item shows a profit.

Grading was started October 10th, 1954 with a small amount of equipment, consisting of two D cats and scrapers and one D-8 cat and ripper. Later a #12 cat blade and three DW-10's were added. A 3/4 cu. yd. backhoe was used on drainage excavation and installing pipe. By getting a late start in the fall with not enough grading equipment due to other State grading project, excavation shows a loss.

Selected roadbed topping was taken from two pits, one located 0.1 mile westerly from Highway Station 0+00, the other pit located 0.1 mile southwesterly from Station 217+00 or M.P. 4.11 on the Van-Drewsey highway. A 3/4 cu. yd. shovel and D-8 cat and dozer were used to load topping into trucks and DW-10 scrapers. Topping was handled on the road with #12 cat blade and roller. Trying to put on topping in the early spring proved to be costly. This item shows a loss.

Having poor supervision with a shortage of grading equipment and trying to work during the winter months, this project shows a loss.

By . . K. T. Wechter

NOTED
J. R. JONES

NOTED
J. W. CATTRALL

January 16, 1956

Honorable C. W. Craddock
Harney County Judge
Burns, Oregon

NOTED
Harold C. Ayers

FAS 458

NOTED
J. F. HAGEMANN

Dear Judge:

Mr. E. G. Bickmore, Assistant Division Engineer, La Grande, will contact you in the near future and make arrangements for a review of the Drewsey-Van route as soon as weather and road conditions will permit.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JWC:mm
cc: Mr. E. G. Bickmore

C. W. CRADDOCK
County Judge

T. E. JENKINS
Commissioner

LEE WILLIAMS
Commissioner

County Court *for* Harney County
BURNS, OREGON

January 11, 1956

Oregon State Highway Department

Salem, Oregon

Att: Mr. John W. Cattrall
Engineer, County & City Relations

Gentlemen:

The County Court of Harney County requests a review of the location of that section of the Drewsey-Van F.A.S. road from the west end of the completed project to Van.

We would like to have this done as soon as the weather and road conditions will permit.

Very truly yours,

HARNEY COUNTY COURT

by C. W. Craddock
County Judge.

CWC/it

RECEIVED
JAN 13 1956

RECEIVED
DEC 16 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 9, 1955

S-167(1)

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4272 4272	9-Final	J. M. Arens

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
24693	R-138079	$ 1,986.77	12/9/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Nov. 15, 1954

Time Extensions: May 21, 1955 without penalty

Completion Date: May 21, 1955

Date Accepted: June 30, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-15-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD
✓

Warrant Mailed: [illegible]

Ruth Rawlings

RECEIVED
DEC 6 - 1955
FOR FILING

5-167(1)
4272

December 5, 1955

CERTIFIED MAIL

Glens Falls Indemnity Company
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 4272 for work performed on the East Unit, Van-Drewsey Section of the Van-Drewsey County Road in Harney County was completed by the contractor, J. M. Arens, on May 21 and was formally accepted by the Highway Commission on June 30, 1955.

Final payment in the amount of $1,986.77 will be released to the contractor on or after December 15, 1955. The total contract amount is $67,606.52 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existance of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
NOV 14 1955
FOR FILING

3-167 (1)
4272

November 10, 1955

CERTIFIED MAIL

Glens Falls Insurance Company
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Glens Falls Insurance Company
Rodgers Insurance Agency, Inc.,
803 Title & Trust Bldg.,
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to J. M. Arens on contract No. 4272, covering grading and surfacing on the East Unit of the Van-Drewsey Section of the Van-Drewsey County Road in Harney County.

This payment, in the amount of $1,010.48 will be released to contractor on or after November 21, 1955. The retained percentage is $2,029.48.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

B.

RECEIVED
JUL 21 1955
FOR FILING

2 117 (1)
4272

July 20, 1955

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower
San Francisco 4, California

Gentlemen:

It is the intention of the State Highway Commission to release to J. M. Arens a portion of the funds heretofore retained by the Commission on contract No. 4272, covering the East Unit, Van-Drewsey Section of the Van-Drewsey County Road in Harney County.

This payment in the amount of $4,760.70 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $1,998.23. The present payment will be released on or after July 30, 1955.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
JUL 11 1955
FOR FILING

S-1671(1
4272

July 11, 1955

Mr. J. M. Arens
1601 N. E. Columbia Blvd.
Portland 11, Oregon

Dear Sir:

The State Highway Commission at its meeting held on June 30 had under discussion your request for an extension of time from November 15, 1954 to June 10, 1955 within which to complete your contract No. 4272, covering the East Unit, Van-Drewsey Section of the Van-Drewsey County Road in Harney County.

We are pleased to inform you that the Highway Commission granted your request from November 15, 1954 to May 21,1955, the actual completion date of the contract, without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the r easons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl

cc: A. F. Parson,
Division Engineer

Alvin Wallace,
Resident Engineer

R. G. Smith,
Construction Engineer

RECEIVED
JUN 29 1955
FOR FILING

S-167(1)
4272

June 28, 1955

Oregon State Highway Commission

Request for extension of time
No. 7
June 30-July 1 meeting.

Gentlemen:

Herewith is a request from J. M. Arens for an extension of time on the East Unit, Van-Drewsey Section of the Van-Drewsey County Road, Contract No. 4272, from November 15, 1954 to June 10, 1955.

The contractor endeavored to prosecute this job during a very wet fall and early winter, but weather conditions would not permit completion. In addition, this contractor had a project on the Central Oregon Highway known as the Sage Hen Hill-Hines Section, which we asked to have expedited at the expense of this contract.

The overrun in time has caused no additional expense, and I would recommend that the extension be granted without penalty with the actual completion date of May 21, 1955.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

HGS er

RECEIVED
JUN 21 1955
FOR FILING

S-167(1)
4272

June 20, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the East Unit, Van-Drewsey Contract No. 4272, Oregon S-167 (1), from November 15, 1954 to May 21, 1955, to J. M. Arens, contractor.

The contractor attempted to prosecute this job during the wet fall and early winter, but weather conditions were not favorable. In addition this contractor had a project on the Central Oregon Highway, known as the Sage Hen Hill-Hines Section, which we asked to have expedited at the expense of this job.

The overrun in time has caused no additional expense, and I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc to: H. G. Smith

S-167 (1)

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 28, 1955

Section East Unit, Van-Drewsey

Kind of work Grading and Surfacing

Highway Van-Drewsey Road

Section prefix 513-1031 S-167 (1)

Contractor J. M. Arenz

Contract number 4272

Date of contract August 15, 1954

Date of completion November 15, 1954

Date work started October 1, 1954

Estimated date of completion May ~~XX~~ 21, 1955

Project authorization $ 82,506.38

Exclusive of Engineering $ 76,639.26

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 73,339.00

Per cent of contract completed, based on total contract price 95 %

Engineering authorization $ 5,867.12

Engineering cost to date $ 5,931.75, 101 %

Date project was completed May 21, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

No Activity

Last Report.

NOTED
OSCAR CUTLER

NOTED
WRIGHT

RECEIVED
MAY 31 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed Alvin J. Wallace

Address Burns, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77090

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	6.63	6.63			
Miles partially completed	6.63	6.63			
Miles completed	6.63	6.63			
Total estimated quantities	87,700	20,000			
Estimated quantities moved or placed to date	68,315	19,100			
Average daily quantities	683	955			
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair	None	
Tuesday	"	"	
Wednesday	"	"	
Thursday	"	"	
Friday	"	"	
Saturday			

RECEIVED
MAY 26 1955
FOR FILING

S-167(1)
129

May 26, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on May 21, 1955, on Contract No. 4272, East Unit, Van Drewsey Section, in Harney County, in connection with Federal Aid Project No. S-167 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:ia

cc: John Cattrall

NOTED
J. W. CATTRALL

NOTED

FORM E-90 20M 9-51 [illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 6, 1955

NOTED
A. F. PARSON

SUBJECT: FAS 458 ✓

To: Mr. A. F. Parson, Division Engineer
Oregon State Highway Department
La Grande, Oregon

Mail to Hagemann

NOTED
V. R. JONES

Judge Craddock of Harney County recently inquired as to the status of the East Unit, Van-Drewsey county FAS project. As you undoubtedly know, he is quite anxious for the contractor to finish the job.

Not knowing anything about it, I told him I'd ask you to check on it and have someone advise him of what the contractor's plans are. Anything you can do along this line would be appreciated.

John W. Cattrall
Engineer, County and City Relations

By John F. Hagemann
John F. Hagemann
Assistant Engineer

NOTED
J. F. HAGEMANN

RECEIVED
[illegible] 55
ENGINEER
[illegible]

JFH:mm

4/8
John —
The judge has been notified - job expected to wind up April 30
AFP

RECEIVED
[illegible] 1955

Form PR 2 (Revised 1950)

PRO 1461

State Oregon

Federal Aid Secondary Project No. S-167(1)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

S-167(1)
4272

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 28th day of October, 1954, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 2nd day of April, 1954, a program, which was approved on the 21st day of April, 1954, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were ~~recommended for approval~~ approved by the District Engineer of the Bureau of Public Roads on the 23rd day of July, 1954; and

Whereas the ~~Division~~ District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of forty-nine thousand, eight hundred and 00/100 dollars ($49,800.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources Cash deposited by Harney County with the Highway Department.
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 0+00 at the N-S 1/4 line in the N 1/2 Section 26, T. 20 S., R. 35 E., W.M., and survey station 352+00 in the NE 1/4, Section 12, T. 20 S., R. 34 E., W.M., except stations 16+18.5 to 17+41.5, length 6.644 miles, in Harney County, being Oregon Federal Aid / Secondary project No. S-167(1), consisting of 6.644 miles of roadway and no bridges, of more than 20 feet clear span,

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

RECEIVED
OCT 15 1954

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of forty-nine thousand, eight hundred and 00/100 dollars ($49,800.00), which does not exceed the authorized Federal pro rata share of eighty thousand, four hundred fifty-two and 90/100 dollars ($80,452.90), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

RECOMMENDED FOR APPROVAL

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
~~Acting~~ *Division Engineer,*
Bureau of Public Roads.

RECEIVED
NOV 17 1954
DIVISION 8

NOV 23 1954

RECEIVED
OCT 15 1954

Oregon State Highway Department

Federal Aid Secondary
Project No. S-167 (1)

EAST UNIT, VAN-DREWSEY SECTION
OF THE VAN-DREWSEY ROAD IN HARNEY COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, Sept. 23, 1954

Type Code 2010
Roadway (Sta. 0+00 to Sta. 332+00)(Contract No. 4272)

All Required	Clearing and Grubbing		$ 2,000.00
850 cu.yd.	Drainage Excavation, Unclassified	$ 2.50	2,125.00
87,700 cu.yd.	General Excavation, Unclassified	0.38	33,326.00
150,000 yd.sta.	Short Overhaul	0.02	3,000.00
2,300 G-yd.sta.	Long Overhaul	0.45	1,035.00
6.63 miles	Finishing Roadbed and Slopes	600.00	3,978.00
200 lin.ft.	12-inch Corrugated Metal Pipe	3.25	650.00
960 lin.ft.	18-inch Corrugated Metal Pipe	4.50	4,320.00
350 lin.ft.	24-inch Corrugated Metal Pipe	6.50	2,275.00
100 lin.ft.	60-inch Corrugated Metal Pipe	33.00	3,300.00
50 lin.ft.	78-inch Corrugated Metal Pipe, 8-Gage	46.00	2,300.00
44 lin.ft.	65" x 40" Arch Type Corrugated Metal Pipe	20.00	880.00
60 lin.ft.	18-inch Corrugated Metal Siphon Pipe	5.00	300.00
6 cu.yd.	Concrete End Basins	75.00	450.00
300 lin.ft.	Salvaging and Reinstalling Steel Pipe	3.00	900.00
20,000 cu.yd.	Selected Roadbed Topping	0.35	7,000.00
30,000 yd.mi.	Hauling Roadbed Topping	0.15	4,500.00
400 M-gal.	Sprinkling	2.00	800.00
	Subtotal		$ 73,139.00
	10% Engr. & Cont.		7,313.90
	Total		$ 80,452.90

Length of Roadway	6.644 miles
Length of Structure	0.023 mile (Exception)
Total Length	6.667 miles
Cost of Roadway per mile	$12,109.10

Federal Funds- -	$49,800.00
State Funds- -	15,326.45
County Funds -	15,326.45
	$80,452.90

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
Funds for Maint: Chap. 529, laws 1939.

Note: Cashhas been deposited by Harney County with the Highway Department

Federal Aid Secondary
Project No. S-167 (1)

egon State Highway Department

EAST UNIT, VAN DREWSEY SECTION

OF THE VAN DREWSEY ROAD IN HARNEY COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 9, 1954

Type Code 2010
Roadway (Sta. 0+00 to Sta. 352+00)

All Required		Clearing and Grubbing	$	$ 1,500.00
850	cu. yd.	Drainage Excavation, Unclassified	2.50	2,125.00
87,700	cu. yd.	General Excavation, Unclassified	0.40	35,080.00
150,000	yd. sta.	Short Overhaul	0.015	2,250.00
2,300	C-yd. sta.	Long Overhaul	0.40	920.00
6.63	miles	Finishing Roadbed and Slopes	500.00	3,315.00
200	lin. ft.	12-inch Corrugated Metal Pipe	2.50	500.00
960	lin. ft.	18-inch Corrugated Metal Pipe	4.50	4,320.00
350	lin. ft.	24-inch Corrugated Metal Pipe	6.50	2,275.00
100	lin. ft.	60-inch Corrugated Metal Pipe	30.00	3,000.00
50	lin. ft.	78-inch Corrugated Metal Pipe, 8 Gage	42.00	2,100.00
44	lin. ft.	65" x 40" Arch Type Corrugated Metal Pipe	25.00	1,100.00
60	lin. ft.	18-inch Corrugated Metal Siphon Pipe	5.00	300.00
6	cu. yd.	Concrete End Basins	100.00	600.00
300	lin. ft.	Salvaging and Reinstalling Steel Pipe	1.50	450.00
20,000	cu. yd.	Selected Roadbed Topping	0.40	8,000.00
30,000	yd. mi.	Hauling Roadbed Topping	0.18	5,400.00
400	M-gal.	Sprinkling	2.50	1,000.00
		Subtotal		$74,235.00
		10% Engr. & Cont.		7,423.50
		Total		$81,658.50

Length of Roadway	6.644 miles
Length of Structure	0.023 mile (Exception)
Total Length	6.667 miles
Cost of Roadway per Mile	$12,290.56

Federal Funds	$50,400.00
State Funds	15,629.25
County Funds	15,629.25
	$81,658.50

RECEIVED
OCT 1 1 1954
FOR FILING

S-167
[illegible]

October 7, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 1, 1954 on Contract No. 4272, East Unit, Van-Drewsey Section, in Harney County, in connection with Federal Aid Project No. S-167 (1).

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

DBP:ch

RECEIVED
SEP 15 1954
FOR FILING

S-11 [illegible]
4272

September 15, 1954

Mr. J. M. Arenz
1601 N. E. Columbia Blvd.
Portland 11, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4272, which was awarded to you on August 16 by the State Highway Commission, covering the East Unit, Van-Drewsey Section of the Van-Drewsey Road in Harney County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

Form A-180 10M 3-51

INVOICE

Oregon State Highway Department

Salem, Oregon

Harney County
Burns, Oregon

Attn: County Court

Invoice No. 35302
Date August 18, 1954
Your Req. No.
Billing Request No. CC 105
Credit distribution: 513-1031-297

Advance Deposit	16,500.00
East Unit, Van-Drewsey county FAS project in Harney County covered by agreement dated August, 1954. Partial transfer of county's share of total costs.	13,000.00
To be retained	$ 3,500.00

NOTED
J. F. HAGEMANN

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $________________

By __________________________________

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

NOTED
V. R. JONES

August 17, 1954

Honorable C. W. Craddock
Harney County Judge
Burns, Oregon

NOTED
Harold C. Ayers

Dear Sir:

This is to acknowledge receipt of an advance deposit of $16,500 in connection with the East Unit, Van-Drewsey project on FAS 458. Contract No. 4272 has been awarded to J. M. Arenz of Portland and a copy of the contract will be forwarded as soon as available.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

RECEIVED
AUG 26 1954
FOR FILING

5-1691
4272

August 16, 1954

Mr. J. M. Arens
1601 N. E. Columbia Boulevard
Portland, Oregon

Dear Mr. Arens:

The State Highway Commission on August 9th accepted your proposal for grading and surfacing on the East Unit, Van-Drewsey Section of the Van-Drewsey County Road westerly from Drewsey in Harney County for the sum of $73,139 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been satisfied. This note is to inform you that such conditions have now been fulfilled and the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4272.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

[illegible]

cc - R. C. Savage
H. G. Smith
S. H. Probert
Goldie Lewis

RECEIVED
AUG 26 1954
FOR FILING

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5-16'11

-121

August 16, 1954

Mr. J. M. Arenz
1601 N. E. Columbia Boulevard
Portland, Oregon

Dear Mr. Arenz:

The State Highway Commission on August 9th accepted your proposal for grading and surfacing on the East Unit, Van-Drewsey Section of the Van-Drewsey County Road westerly from Drewsey in Harney County for the sum of $73,139 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been satisfied. This note is to inform you that such conditions have now been fulfilled and the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4772.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

adm

cc - R. S. Savage
H. G. Smith
S. H. Probert
Goldie Lewis

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	☐
DAY LETTER	☐
NIGHT LETTER	☐

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	☐
LETTER TELEGRAM	☐
SHIP RADIOGRAM	☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 16, 1954
9:35 a.m.

J. M. Arenz
1601 N. E. Columbia Boulevard
Portland, Oregon

Contract for East Unit, Van-Drewsey Section of Van-Drewsey County Road in Harney County for which you submitted the low bid on August 9 awarded you today. Contract forms follow shortly.

[illegible] Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

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bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
AUG 17 1954
OREGON
STATE HIGHWAY COMMISSION

271

RECEIVED
FOR FILING
OREGON DISTRICT

[illegible]
Fed Aid
Prog & Pln.
(S-167(1))

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

August 16, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project S-167(1), East Unit, Van-Drewsey Section of the Van-Drewsey Road in Harney County, we hereby concur as of this date in award of contract to J. M. Arenz of Portland, Oregon, low bidder in the amount of $73,139.00 at the August 9, 1954 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
AUG 17 1954
OREGON
STATE HIGHWAY COMMISSION

271

RECEIVED
FOR FILING

Const
Fed Aid
Prog + Pro
S-167(1)

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 16, 1954

SUBJECT:

To: Mr. W. C. Williams
OFFICE

NOTED
W. C. WILLIAMS

We have received Harney County's advance deposit of $16,500 and certification that all right of way has been obtained in connection with the East Unit, Van-Drewsey project on FAS 458. This project is now clear for award of contract.

John F. Hagemann
John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

cc: Mr. S. H. Probert

RECEIVED
AUG 16 1954
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FOR FILING

Const
Fed Aid
Progr Corr.
(S-167(1))

August 16, 1954

County Court of Harney County
Court House
Burns, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Harney County one fully executed copy each of a Maintenance Agreement and Finance Agreement between the State Highway Commission and Harney County covering the Van-Drewsey county FAS project on FAS 458 in Harney County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

RECEIVED
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Const
Fed Aid
Proj. Div.
(S-167)

August 16, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and surfacing work on the East Unit of the Van-Drewsey Section of the Van-Drewsey County Road in Harney County, Project S-167 (1), to J. M. Arens of Portland, Oregon, on the basis of the bid of $73,139 submitted on August 9, 1954.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:gs

RECEIVED
AUG 19 1954
FOR FILING
[illegible]
[illegible]
[illegible]

Salem, Oregon
August 16, 1954

[illegible]

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto for further handling are four certified copies of a Maintenance Agreement and one conformed copy of a Finance Agreement with Harney County covering the Van-Drewsey county FAS project on FAS 458 in Harney County.

The originals of the above agreements have been retained in this office for the Commission's files and one fully executed copy of each have been sent to the County Court of Harney County.

Very truly yours

Secretary

rn
Attach: 5

REFERRED TO Geary
BY SECRETARY
to file

FORM E-30 25M 9-51 28315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 29, 1954

SUBJECT:

To: Mr. W. C. Williams
OFFICE

Glaisyer

BY

Attached are three copies of a finance agreement covering the Van-Drewsey county FAS project on FAS 458 in Harney County. Two copies of this agreement have been executed by the proper county officials and are now ready for presentation to the Highway Commission. Two members of the Court mistakenly signed in the spaces originally shown for signature by the Highway Commission, and upon the advice of Mr. Enfield we have retyped at the bottom of the page a place for the Highway Commission to sign. As the Court meets only once a month it was thought advisable to handle this in this manner rather than prepare new documents to be returned to the county for signature. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either certified true or fully executed copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on September 24, 1953.

John F. Hagemann
John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 9-24-53 Minute Page 22273
Secretary

C. W. CRADDOCK
County Judge

T. E. JENKINS
Commissioner

LEE WILLIAMS
Commissioner

County Court *for* Harney County
BURNS, OREGON

August 11, 1954

NOTED
Harold C. A[illegible]rs

NOTED
J. F. [illegible]

NOTED

Oregon State Highway Department
State Highway Building
Salem, Oregon

Dear Sirs:

Enclosed you will find two checks drawn on Harney County; one in the sum of $15,400.00, the other in the amount of $1,100.00 or a total of $16,500,00, which is twenty per cent or the County's share on the east section of the Drewsey-Van F. A. S. Project.

The options for right-of-way which you sent us have been signed and completed and are now in the hands of the County Clerk, so I guess we are all set and ready to go on the Drewsey-Van Road.

Very truly yours,

HARNEY COUNTY COURT

By C. W. Craddock
County Judge

ec

Check 2407 for $15,400.00
" 2814 for 1,100.00
received 8-13-54 & to Acctg
Div. Advance fund

RECEIVED
AUG 13 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible] 1954
[illegible]

RECEIVED
FOR FILING

August 11, 1954

J. M. Arenz
1601 N. E. Columbia Blvd.
Portland 11, Oregon

Dear Sir:

The State Highway Commission on August 9, 1954 accepted your bid in the amount of $73,139 for 6.63 miles of grading and surfacing on the East Unit, Van-Drewsey section of the Van-Drewsey County Road in Harney County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

mm
cc: H. G. Smith
S. H. Probert
R. G. Savage-SIAC

NOTED
V. R. JONES

August 11, 1954

Harney County Court
Court House
Burns, Oregon

NOTED
Harold

Gentlemen:

On August 9th the Highway Commission received a satisfactory bid from J. M. Arenz of Portland for grading and surfacing the East Unit, Van-Drewsey Section of FAS 458. As per the agreement between the state and county, an advance deposit of 20% of the estimated total cost based on the low bid is required from the county prior to award of a contract. The amount of this deposit is as follows:

Bid Items	$73,139.00
Additional Anticipated Items	
Construct Diversion Box	100.00
Adjust Irrigation Pipe	100.00
12-1/2% Engineering & Contingencies	9,167.38
Estimated Total Cost	$82,506.38

Advance Deposit
20% of $82,506.38 = $16,501.28--or say $16,500.00

Please make this deposit by means of a warrant or check in the amount of $16,500 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of said deposit and a letter certifying all right of way has been obtained, a contract will be awarded. Your immediate attention to this matter will be appreciated.

Based on the above estimate, approximately $5,000 of fiscal year 1956 FAS funds will be required for this project leaving a balance of 1956 and 1957 funds of approximately $103,000 available to Harney County.

Very truly yours,

R. H. Baldock
State Highway Engineer

NOTED
J. F. [illegible]

By: John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

Salem, Oregon
July 29, 1954

NOTED
V. R. JONES

Mr. W. C. Williams
OFFICE

NOTED
Harold C. Ayers

Attached are three copies of a finance agreement covering the Van-Drewsey county FAS project on FAS 458 in Harney County. Two copies of this agreement have been executed by the proper county officials and are now ready for presentation to the Highway Commission. Two members of the Court mistakenly signed in the spaces originally shown for signature by the Highway Commission, and upon the advice of Mr. Enfield we have retyped at the bottom of the page a place for the Highway Commission to sign. As the Court meets only once a month it was thought advisable to handle this in this manner rather than prepare new documents to be returned to the county for signature. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either certified true or fully executed copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on September 24, 1953.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM
Att.

NOTED
J. F. HAGEMANN

NOTED
V. R

NOTED
Harold C. Ayers

Wm. M. CARROLL
Clerk of Harney County
BURNS, OREGON

July 27, 1954

State Highway Department
Salem, Oregon

Dear Sirs:

We enclose herewith Resolution and Agreements in the matter of the construction of the East Unit, Van-Drewsey Section of F. A. S. Highway 458 Harney County, Oregon.

When the agreements have been completed would you kindly return one copy of each for our files.

Very truly yours,

Wm M. Carroll

County Clerk

---

which will operate to discriminate
undue preference to traffic upon other intersecting county roads, streets,

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Harney County, Oregon, that no encroachments will be permitted on the county road known as the Van-Drewsey County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Harney County, Oregon, this 27 day of July, 1954.

By C. W. Craddock
County Judge

By T. E. Jenkins
County Commissioner

By Lee Williams
County Commissioner

Attest:

Wm M. Carroll
County Clerk

Form cc-12 (1954 Rev.)

Oregon Project S-167(1)
FAS 458

RESOLUTION

7-27-54

WHEREAS, a county road in Harney County, State of Oregon, known as the Van-Drewsey County Road, is routed through the County of Harney, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Harney County, the section adopted for improvement being more particularly described as follows; to wit:

From highway engineer's survey station 0+00 at Drewsey, westerly to highway engineer's survey station 352+00, a distance of 6.667 miles.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Harney will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Harney County, Oregon, that no encroachments will be permitted on the county road known as the Van-Drewsey County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Harney County, Oregon, this 27 day of July, 1954.

By C. W. Craddock
County Judge

Attest:

Wm. M. Carroll
County Clerk

By T. E. Jenkins
County Commissioner

By Lee Williams
County Commissioner

NOTED
V. R. JONES

July 27, 1954

Honorable C. W. Craddock
Harney County Judge
Burns, Oregon

FAS 458

NOTED
Harold C. Ayers

Dear Sir:

Enclosed are five copies each of two option forms covering right of way required in connection with the Van-Drewsey project. The parcels covered by these options were originally shown as government lands; however, maps furnished by the government during the course of our negotiations for use permits revealed that these parcels are now under private ownership.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM
Encl.

NOTED
J. F. HAGEMANN

FORM 230—50M—4-54—74396

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 26, 1954

SUBJECT: East Unit, Van Drewsey County Road
Harney County

To: Mr. John Cattrall
City - County Relations Engineer
OFFICE

Dear Mr. Cattrall:

Attached you will find two option forms in quadruplicate, covering right of way to be acquired in connection with the East Unit of the Van Drewsey County Road in Harney County. This property was at first believed to be part of the government lands in this area.

File No. 22246	Thomas C. Howard	0.47 acre
File No. 22157	Hilda F. Davis	5.00 acres

Yours truly,

R. L. PORTER
Right of Way Engineer

By Gerald T Harrington
GERALD T. HARRINGTON
Assistant Office Mgr.
Right of Way

ML:wo

cc: R. L. Porter

cc: John Cattrall

FORM E30—80M—4-54—74386

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 26, 1954

SUBJECT: East Unit, Van Drewsey County Road
Harney County

To: Mr. John Cattrall
City - County Relations Engineer
OFFICE

Dear Mr. Cattrall:

Attached you will find two option forms in quadruplicate, covering right of way to be acquired in connection with the East Unit of the Van Drewsey County Road in Harney County. This property was at first believed to be part of the government lands in this area.

File No. 22246	Thomas C. Howard	0.47 acre
File No. 22157	Hilda F. Davis	5.00 acres

Yours truly,

R. L. PORTER
Right of Way Engineer

By Gerald T. Harrington
GERALD T. HARRINGTON
Assistant Office Mgr.
Right of Way

ML:wo

cc: R. L. Porter

cc: John Cattrall

File ✓

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

Const
Fed aid
Eng & Proj

S-167(1)

July 23, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project S-167(1), E. Unit, Van-Drewsey Section of the Van-Drewsey Road in Harney County. This is to authorize your advertising for bids.

Award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Please furnish the usual copies of county maintenance agreement and encroachment resolution to cover this project.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
JUL 29 1954
OREGON
STATE HIGHWAY COMMISSION

Engr., County and City Relations

Encl.

RECEIVED
FOR FILING

OREGON DISTRICT
[illegible]
[illegible]
[illegible]

(FAS 167

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

July 23, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project FAS 167
Van-Drewsey Road

Dear Sir:

The sketch map, subject project, dated February 1954, is approved today subject to the following conditions:

> That adequate signs and protective devices be installed warning of the narrow and/or otherwise inadequate bridges on the route until such time as new bridges are constructed.

It should be noted that the information shown on the sketch map, bridges numbered 1 and 2, does not reflect the latest available.

Very truly yours,

Polk
G. G. POLK
District Engineer

RECEIVED
JUL 28 1954
OREGON
STATE HIGHWAY COMMISSION

Ass't. Engr., County and City Relations

Encl.

NOTED
Harold C. Ayers

July 21, 1954

NOTED
V. R. JONES

Harney County Court
Court House
Burns, Oregon

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the East Unit, Van-Drewsey Section of FAS 458, upon which it is planned to accept bids on August 9th.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated cost for this project is $83,700; however, the low bid received will govern. Please consider this estimated total cost as confidential. In the event the low bid plus 12-1/2% exceeds $92,000 all bids will be rejected as too high.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature. The maintenance agreement provides that the county agrees to maintain the completed project in a manner satisfactory to the B.P.R., and the encroachment resolution provides that the county will permit no encroachments on the right of way which will permanently interfere with the free and convenient flow of traffic.

The set of plans and specifications is for your information and records. The specifications provide that the project shall be completed not later than November 15, 1954.

If satisfactory, please sign, have the County Clerk attest, and return all copies of both agreements and five copies of the resolution to this office. After signature by the Highway Commission, a fully executed copy of each agreement will be returned. Your immediate attention to this matter will be appreciated.

Very truly yours,

R. H. Baldock
State Highway Engineer

NOTED
J. F. HAGEMANN

By: John F. Hagemann
Ass't. Engr., County and City Relations

Encl.

NOTED
V. R. JONES

FORM E-30X 37½ 3-54 73730

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 9, 1954

To: Mr. Alvin Wallace
Resident Engineer
State Highway Dept.
Burns, Oregon

SUBJECT: [illegible]

NOTED

NOTED
J. F. HAGEMANN

Dear Sir:

In connection with the Van-Drewsey county road survey in Malheur County, there was a portion of the land in the West ½ of Section 16, Township 20 South, Range 35 East, which was indicated as Government land. When we filed application for the right of way, the Government informed us that it was State school land. Upon checking with the State Land Board, they advise that in January of this year they had sold all of the west half lying west of the county road to a Thomas Howard, and that lying east of the county road to Hilda F. Davis.

We are returning herewith the original description and a print of the map through this area, and ask that you secure the deed information and prepare new descriptions from these two property owners.

As this project is scheduled for letting in August, we would appreciate your expediting the obtaining of the necessary data.

Very truly yours,

R. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:js
Encl.
cc A. F. Parson
K. F. Chidsey
J. F. Hagemann

RECEIVED
1954
ENGINEER

OREGON DISTRICT Coast
Fed. Aid
Prog. & Proj.
S-167(1) 5 [illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

June 28, 1954

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Project S-167(1), East Unit,
Van-Drewsey County Road

Dear Sir:

In view of the statement in your June 22, 1954 letter to the effect that proposed pit-run base course surfacing material for the above project is graded rather fine with virtually all passing the 2" screen and only 17% retained on the 1" screen, we withdraw our previous request that oversize rock be screened out before placing on theroad.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

1 copy to Mr. [illegible]
[illegible] to Mr. Smith

RECEIVED
JUN 29 1954
[illegible]
STATE HIGHWAY COMMISSION

RECEIVED
JUN 28 1954
FOR FILING

June 22, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of May 28 relative to surfacing on Project S-167 (1), East Unit, Van-Drewsey County Road.

The test sample of the material contemplated for surfacing indicates that virtually all the material passes a two-inch screen, and only 17 per cent is retained on a one-inch screen. The cost of setting up a plant to take out this minor amount of material would be considerable, and we question the justification.

Under regular maintenance operations the small amount of oversized material can readily be worked out of the surfacing, and with the very light volume of traffic on this road we believe the surfacing as proposed should be acceptable.

Under the above conditions we respectfully request your approval of pit-run surfacing as proposed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

WCW:ms

cc Mr. Forrest Cooper

FORM E-90 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 16, 1954

SUBJECT:

NOTED
W. C. WILLIAMS

To:

Mr. W. C. Williams
Deputy State Highway Engineer
OFFICE

Re: Assignment 5119

Referring to your Assignment 5119 which has to do with a letter from C. G. Polk re the Van-Drewsey project, I wish to advise that it would appear from the screen analyses of the material source for this project that screening as suggested by Mr. Polk would accomplish little, if anything.

According to the test sample, virtually all of the material passes a 2-inch screen and only 17% is retained on a 1-inch. The cost of setting up a plant to take out this minor amount of the material would be considerable, and I cannot see where the expense would be justified. It is probable that at some time in the future a more adequate or dust free surfacing will need to be applied, but in the interim it seems to me that considering the light traffic on this road the gravel surface, as proposed, should be acceptable.

Forrest Cooper

Forrest Cooper
Ass't. Construction Engineer

FC:js

Encl.

RECEIVED
JUN 16 1954
OFFICE OF
STATE HIGHWAY ENGINEER

ASSIGNMENT

Date: June 1, 1954 No. 5119 By WCW

Description: Letter in duplicate from Mr. C. G. Polk, 5-28-54, re specifications for surface for Project S-167(1), East Unit, Van-Drewsey county road.

Acknowledged by____ Referred to H.G.Smith

XX Investigate and report with recommendation
__ Such action as necessary and report
__ Comment or recommendation
__ Return with rough draft of reply
__ Prepare reply for signature of Mr.________
__ Contact correspondent and report

PLEASE RETURN TO
W. C. WILLIAMS

Remarks:

Executed 6-16-54 Report Received__________

COMMERCE
BLIC ROADS
IGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

May 28, 1954

NOTED
W. C. WILLIAMS

PLEASE RETURN TO
W. C. WILLIAMS

hat the typical section designed
t, Van-Drewsey county road,
isting solely of a 6" thickness
spite a special provision re-
be raked off the road, the pro-
will not provide satisfactory
onal refinements are specified.
the top 2" be composed of pit-
ates larger than 1" have been
screened or scalped out.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
MAY 28 1954
OREGON
STATE HIGHWAY COMMISSION

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

May 28, 1954

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS

Dear Sir:

It is our understanding that the typical section designed for Project S-167(1), East Unit, Van-Drewsey county road, provides a surface course consisting solely of a 6" thickness of pit-run gravel or rock. Despite a special provision requiring that 3" plus sizes to be raked off the road, the proposed surface, in our opinion, will not provide satisfactory riding qualities unless additional refinements are specified. It is therefore suggested that the top 2" be composed of pit-run material from which aggregates larger than 1" have been screened or scalped out.

Very truly yours,

C G Folk
C. G. FOLK
District Engineer

RECEIVED
MAY 28 1954
OREGON
STATE HIGHWAY COMMISSION

Salem, Oregon
May 28, 1954

FAS 580, Hood River County
FAS 458, Harney County

Mr. W. C. Williams
OFFICE

COPY

In view of your advice that no funds other than those available to the individual counties from the 1954-1955 FAS allocation can be used in the June letting, the Harney County project will have to be postponed to a future letting as the county has not the funds to pay all costs over the $77,000 FAS funds available, nor do they wish to reduce the length of the project.

The Hood River County Judge will advise this office Wednesday, June 2, whether or not they wish to proceed with the Beals Corner-Dougherty Corner project on the basis of the county paying 100% of all costs over available FAS funds, or whether the county would prefer to postpone the bid letting on this project on the chance that use of a portion of next year's allocation will be approved by the Commission at its June meeting.

Unless the estimates on the balance of the projects are increased considerably over the estimates presently available, the balance of the projects can be let on June 23-24 under our present policy.

COPY

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

Salem, Oregon
May 25, 1954

NOTED
Harold C. Ayers

FAS 458, Harney County

NOTED
V. R. JONES

Mr. H. G. Smith
Construction Engineer

The Harney County Judge has/requested that we proceed with the East Unit, Van-Drewsey county FAS project based on the original length of 6.67 miles. If at all possible the county would like to have bids accepted at the June 23-24 letting.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

cc: V. G. O'Neil

NOTED
V. R. JONES

May 7, 1954

Honorable C. W. Craddock
Harney County Judge
Burns, Oregon

FAS 458

NOTED
Harold C. Ayers

Dear Judge Craddock:

Enclosed are four copies each of ten option forms covering right of way required in connection with the proposed East Unit Section of the Van-Drewsey County Road. Also enclosed is a copy of a letter listing these options. These options cover right of way for the original 6.67 miles.

When all options have been executed, please return one signed copy of each to this office.

Mr. Parsons, Division Engineer of La Grande, advised me that you had asked him if it would be possible to hold this job over until next year and then complete the entire 6.67 miles rather than cut the job back to fit the $77,000 presently available. This can be done if the county so desires.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM
Encl.

NOTED
J. F. HAGEMANN

FORM E-30 25M 8-51 52318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

May 6, 1954
Salem Office

To: Mr. John W. Cattrall
County & City Relations Engineer
State Highway Department
OFFICE

SUBJECT: East Unit Section
Van-Drewsey County Road

Dear Mr. Cattrall:

Attached you will find 10 option forms in quadruplicate, covering the East Unit of the Van-Drewsey County Road, in Harney County, together with statements of information. We hope to receive prints of Maps #7B-27-16, 7B-27-17, and 10C-21-10, in the near future to forward to you.

NO.	NAME		AREA
22008	Forrest J. and Nellie B. Freeman		0.90 acre
22009	I. M. and Z. Percy Davis		7.5 acres
22011	Mollie Kent		2.23 acres
22012	Edward J. Howard	Parcel # 1	1.34 acres
		Parcel #2	0.79 acre
22013	J. L. Sitz Estate	Parcel #1	0.85 acre
		Parcel #2	2.55 acres
22014	Lloyd D. and Eunice D. Jordan		2.88 acres
22015	Margaret E. Dunten		2.61 acres
22016	C. A. Miler		0.84 acre
22017	Turen J. Dunten		1.05 acres
22018	Byron E. Dunten		0.28 acre

Very truly yours,

Earl F. Saling

Earl F. Saling
Right of Way Office Manager

MML:lw
Enc: 10 Options in quadruplicate
cc: R. L. Porter
cc: Fred Morgan

FORM K-30 25M 9-51 96615

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

S-167(1)

4272

Salem, Oregon
April 23, 1954

SUBJECT:

To:

Mr. W. C. Williams
Deputy State Highway Engineer
OFFICE

NOTED
W. C. WILLIAMS

Parson advises that the County Court of Harney County has requested that the calling for bids on the Van-Drewsey Section be postponed pending their acquisition of the right of way and also to enable them to get their finances in order.

Parson will keep in touch with this matter and advise us.

Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:js

cc S. H. Probert
A. F. Parson
J. W. Cattrall

RECEIVED
APR 23 1954
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FOR FILING

[illegible]
Fed. Aid
Prog. & Prop.

April 20, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are sending under separate cover four blue print copies of project statement map for the Van-Drewsey Road, Project No. FAS 167.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

OREGON STATE [illegible]

[illegible] MAP

VAN-DREWSEY [illegible]

HARNEY COUNTY

PROJECT NO. [illegible] 157

Scale 1"= 1 Mi.

Length of Project [illegible]

NOTED
V. R JONES

FAS 2[illegible]
[illegible]

Salem, Oregon
[illegible] [illegible], [illegible]

NOTED
J. F. HAGEMANN

Mr. J. F. [illegible]
Division Engineer
State Highway Department
La Grande, Oregon

NOT[illegible]
Harold [illegible]

Dear Sir:

Reference is made to the [illegible] [illegible] Section of the [illegible], Harney County.

[illegible] no trucks are [illegible] to be using this section of road and about twelve families [illegible] live on this route, it is believed that [illegible] [illegible] of base material will suffice.

Upon submission of the [illegible] for this project we will attempt to make a [illegible] design of the base with the above in mind.

[illegible] local people [illegible] a [illegible] of road that might not meet the present [illegible] standards for base material since there seems to be no future [illegible] in all [illegible] of the project.

Yours truly,

[illegible] Smith
[illegible]

[illegible]
District Construction Engineer

[illegible]:nf

cc to: [illegible] Smith

FORM E-30 25M 9-51 92315

NOTED
V. R. JONES

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
February 10, 1954

NOTED
J. W. CATTRALL

SUBJECT:

NOTED
J. [illegible]

To:
Mr. H. G. Smith
Construction Engineer
Salem, Oregon

Attention: Mr. Ray Webber

Dear Mr. Webber:

Reference is made in regard to soil samples on the Van-Drewsey Section, F.A.S. 458.

Two samples were submitted for this project on January 28. I have no records at hand of the sample data sheet or laboratory reports for these samples. These samples were taken of the existing surfacing on the project.

Additional soil samples of this project will be submitted today. Since this project consists of grading and graveling surfaces only, I do not deem the soil data of great importance on this project. The County Court is very desirous of extending this project as far as possible and felt that a 6" gravel course would suffice for at least the present.

We have no traffic volumes for this section but our estimate would be that the traffic would not exceed 50 cars per day as there are only about 19 families living adjacent to the highway in Harney County.

Frost penetration may be considered to be 24".

Very truly yours,

E. G. Bickmore

E. G. Bickmore
Ass't Division Engineer

EGB:fd

C C Cattrall

NOTED

FORM E-90 25M 9-51 82318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
J. W. CATTRALL

Salem, Oregon
February 5, 1954

NOTED

RECEIVED
[illegible] -5 1954
[illegible]

SUBJECT:

To:

Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

NOTED
J. F. HAG[illegible]

Dear Sir:

NOTED
V. R. JONES

Reference is made to the Van - Drewsey Section, FAS 458, Harney County.

We do not seem to have any soils data on this project.

Will you please have someone submit samples of the typical soils and existing surfacing on this section as soon as possible.

Also, would you make a statement as to the traffic conditions and effect of frost.

Very truly yours,

Ray Webber
Ass't. Construction Engineer

RW:of

cc to: H. G. Smith
W. F. Milne
J. W. Cattrall

D
TRALL

October 6, 1953

Harney County Court
Court House
Burns, Oregon

[illegible]

NOTED
J. F. HAGEMANN

Gentlemen:

On September 24th the Highway Commission approved the Federal Aid Secondary project as shown in the attached tabulation. The details as set forth in this tabulation are believed to conform with the Court's request.

Approval by the Bureau of Public Roads and preparation of plans and specifications are now required prior to contracting the proposed project. Preliminary engineering will be handled by our Division Office in La Grande and will proceed as rapidly as available engineering personnel will permit.

As you know, the county will be required to make an advance deposit of 20% of the estimated total cost before award of a contract. In the case of Harney County, this will be approximately $15,400 and will be covered by an agreement at a later date.

If you wish any further information on this matter, please advise.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Att.

4/1-658

PROPOSED PROJECT
HARNEY COUNTY
AVAILABLE FUNDS - $77,000

FAS 458 - Drewsey-Van, West Unit, Approximately 7 Miles.
This section extends from the school house in Drewsey northwesterly towards Van as far as available funds will permit. It is the county's plan to continue this reconstruction in future years to Van.

It is proposed to regrade and place pit run gravel to a minimum width of 20'. There is a county-owned gravel pit at Drewsey and also an available gravel source approximately 4 miles from Drewsey and adjacent to the road.

9/1/53

September 16, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are transmitting herewith one copy of Acting Commissioner of Public Roads A. C. Clark's September 10, 1953 letter with copy of supplemental tabulation No. 70 through Division Engineer Lynch's office approving the revision of Route FAS 458 in Harney County, Oregon.

Please furnish this office with seven copies of the revised summary tabulation pages when available for the various Bureau of Public Roads files of record.

Very truly yours,

C. G. POLK
District Engineer

Encl.

FAS 458
Harney Co.

FAS 458 County Harvey Contract No.

Section

Location

-30-53

C. W. CRADDOCK
County Judge

T. E. JENKINS
Commissioner

LEE WILLIAMS
Commissioner

County Court *for* Harney County

BURNS, OREGON

NOTED
J. W. CATTRALL

File
Harney
FAS ~~573~~ 478

May 13, 1953

RECEIVED
15 1953
ENGINEER
[illegible]

State Highway Commission
Salem,
Oregon

Att: Mr. John W. Cattrall

Gentlemen:

At our regular Court meeting on May 7th, the County Court adopted a resolution reccomending the County Road from Drewsey to the forks of the road one mile south of the Van Post Office be included in the County Federal Aid Secondary Program, and this be our number one project.

I am instructed to make this request from the Highway Commission. If this request is not complete enough, please let me know what additional information you may require, and I will be glad to furnish same.

Very truly yours,

C. W. Craddock

C. W. Craddock,
County Judge.

CWC:ec

RECEIVED
MAY 15 1953
OREGON
STATE HIGHWAY COMMISSION

S-158(1) Beals Corner-Dougherty Corner 1954
Sec. on the Woodworth Road
#4273

Form A-150—10M—7-56

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

Contract 4273
8-1572

INVOICE

Oregon State Highway Department

SALEM, OREGON

Invoice No. 47466

Date September 17, 1956

Your Req. No.

Billing Request No. CC-264

Credit distribution: 514-1033-297

Hood River County
Hood River, Oregon

Attn: County Court

NOTED
J. F. R. [illegible]

RECEIVED
SEP 17 1956
ENGINEER
COUNTY & CITY RELATIONS

Final billing Beals Corner - Dougherty Corner, FAS 580, Hood River County. Covered by agreement dated August, 1954.

Original Advance Deposit	12,244.19	
Less: Amount previously transferred	9,044.12	
Balance Advance Deposit		3,200.00
County share of total cost as per attached statement	17,748.61	
Less: Amount previously transferred	9,044.12	
Balance		8,704.12
Amount due		$5,504.12

ACKNOWLEDGMENT OF BILLING REQUEST

State Printing 96055

Cash Received with Request: $_______________

By ________________________________

John W. Cattrall
Engineer, County and City Relations

JFR:mm
Att.

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

September 14, 1956

Hood River County Court
Courthouse
Hood River, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

Final costs are now available for the Beals Corner-Dougherty Corner section of FAS 580 and it has been determined that the agreed county share of these costs if $17,748.61 as shown in the attached cost statement. As the county initially deposited $12,244.19 a balance of $5,504.42 is due the state. Our accounting division will forward a billing form within the next few days and payment should be made upon receipt of this billing form. If you have any questions on this matter, please contact this office.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

Contract Completed: 9/30/55
ITEMIZED STATEMENT OF FINAL COSTS

OREGON STATE HIGHWAY DEPARTMENT

County Hood River Contract No. 4273 Date 9/14/56

FAS 580 Section Beals Corner-Dougherty Corner

PAYMENTS TO CONTRACTOR

	Item	Unit	Unit Price	Total Qty.	Total Cost
1.	Clearing & grubbing	All	$2,7[illegible].00	100%	$ 2,700.00
2.	Drainage excav., unclassified	c.y.	3.00	59.6	178.80
3.	General excav.,	c.y.	.75	12,818.6	9,613.95
4.	Short overhaul	yd. sta.	.02	43,405.	868.10
5.	Finish roadbed & slopes	mile	1,000.00	.94	940.00
6.	12" corrugated metal pipe	l.f.	3.00	240	720.00
7.	18" " " "	l.f.	4.00	90	360.00
8.	36" " " "	l.f.	12.00	4	48.00
9.	Concrete catch basin	All	90.00	100%	90.00
10.	Haul & place 2"-0 material in base	c.y.	1.25	2,537	3,171.25
11.	Haul & place 3/4"-0 material in base & shoulders	c.y.	1.25	1,106	1,382.50
12.	Sprinkling	M. gal.	4.00	160.75	643.00
13.	Haul & place aggregates	c.y.	3.25	576	1,872.00
14.	Furn. & place 150-200 asphalt	ton	50.00	48.40	2,420.00
15.	" " " RS-1 asphalt	ton	55.00	13.32	732.60
16.	Shoring, cribbing, etc.	All	6,500.00	100%	6,500.00
17.	Structural excavation	c.y.	10.00	137.81	1,378.10
18.	Excav. below elevation shown	c.y.	15.00	5.20	78.00
19.	Class A concrete	c.y.	65.00	267.31	17,375.15
20.	Metal reinforcement	lb.	.10	64,453.	6,445.30
PA#1	Cement adjustment, favor of contractor	bbl.	5.20	5.11	26.57
PA#2	Adjustment of the price for excavation	c.y.	1.24	5,718.8	7,091.31

Subtotal	$64,634.63
Construction engineering	4,662.58
Total Construction Costs	$69,297.21
Federal Funds Collected for Project	$33,800.00

AGREED COUNTY SHARE TOTAL COSTS
(50% of difference between total costs and Federal funds)
($69,297.21 - $33,800) X ½ = $17,748.61

County Share Total Cost	$17,748.61
Less Advance Deposit	12,244.19
Balance Due State from County	$ 5,504.42

NOTED
V. R

NOTED
Harold C. Ayers

March 7, 1956

NOTED
J. W. CATTRALL

Hood River County Court
Courthouse
Hood River, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

This is to advise you that work on Contract No. 4273, Beals Corner-Dougherty Corner Section of FAS 580 was completed on September 30, 1955.

Under the terms of the maintenance agreement signed by the Court on June 2, 1954, and by the Highway Commission June 15, 1954, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm

RECEIVED
FEB 27 1956
FOR FILING

S-155
4273

February 24, 1956

State Industrial Accident Commission
Public Service Building
Salem, Oregon

ATTN: H. E. Osborn,
Assistant Commissioner

Gentlemen:

We wish to thank you for your letter of February 21 advising of your claim against Whittenburg Construction Company and Q. L. Rufener, on Contract No. 4273, and your letter of February 23, advising that this claim, in the amount of $376.75, has been paid in full.

We will advise the surety and the contractor that your letters have been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:eu

NOTED ON CARD

STATE OF OREGON
STATE INDUSTRIAL ACCIDENT COMMISSION
SALEM

ADDRESS REPLY TO
STATE INDUSTRIAL ACCIDENT COMMISSION
PUBLIC SERVICE BUILDING
SALEM, OREGON

ATTENTION: H. E. Osborn

February 23, 1956

Re: Firm No. 197623
Whittenburg Construction Co.
Joint Venture No. 1

REFERRED TO
BY SECRETARY

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen:

Please be advised that we have received full payment for the contributions due from Whittenburg Construction Company, Joint Venture No. 1, on Oregon State Highway Contract No. 4273.

We, therefore, have no further claim against Whittenburg Construction Company, Joint Venture No. 1, or the Glens Falls Indemnity Company for work performed by this company on Oregon State Highway Contract No. 4273.

Very truly yours,

STATE INDUSTRIAL ACCIDENT COMMISSION

H. E. Osborn
Assistant Commissioner

HEO:vw

CC - Secretary of State
Capitol Building
Salem, Oregon

Jewett, Barton, Leavy & Kern
Lewis Building
Portland, Oregon

Whittenburg Construction Co.
Joint Venture No. 1
Portland, Oregon

RECEIVED
FEB 24 1956
[illegible]
STATE HIGHWAY COMMISSION

NOTED ON [illegible]

STATE OF OREGON
STATE INDUSTRIAL ACCIDENT COMMISSION
SALEM

ADDRESS REPLY TO
STATE INDUSTRIAL ACCIDENT COMMISSION
PUBLIC SERVICE BUILDING
SALEM, OREGON
ATTENTION: H. E. Osborn

February 21, 1956

Re: Firm No. 197623
Whittenburg Construction Co.
Joint Venture No. 1

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen:

Notice is hereby given that the undersigned, the State Industrial Accident Commission, has a claim for contributions in the sum of $376.75, based on an audit of payroll records through September 30, 1955, against the bond taken from Whittenburg Construction Company, Joint Venture No. 1 (Whittenburg Construction Company and Quenton Louis Rufener), and Surety, Glens Falls Indemnity Company, for the work of bridge, grading and oiling on Beal's Corner-Dougherty Section on Woodworth Road, Hood River County, on Oregon State Highway Contract No. 4273.

STATE INDUSTRIAL ACCIDENT COMMISSION

H. E. Osborn
H. E. Osborn
Assistant Commissioner

HEO:vw

CC - Secretary of State
Capitol Building
Salem, Oregon

CC - Jewett, Barton, Leavy & Kern
Lewis Building
Portland, Oregon

REFERRED TO
BY SECRETARY

RECEIVED
FEB 23 1956
OREGON
STATE HIGHWAY COMMISSION

NOTED [illegible]

RECEIVED
FEB 27 1956
FOR FILING

S-15810
4273

Lewis

February 24, 1956

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco 4, California

Gentlemen:

A letter has been received from the State Industrial Accident Commission advising that their claim in the sum of $376.75 against Whittenburg Construction Co. and Q. L. Rufener has been paid in full and they have no further claim against the contractor. This claim is in connection with our Contract No. 4273 for work on the Beals Corner-Dougherty Corner section of the Woodworth County Road in Hood River County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:eu

cc: Whittenburg Construction Co. &
Q. L. Rufener
308 S. E. Barlow St.
Beaverton, Oregon

cc: Jewett, Barton, Leavy & Kern
Lewis Building
Portland 4, Oregon

RECEIVED
FEB 27 1956
FOR FILING

S-15-(1)
4273

February 24, 1956

The Honorable Earl T. Newbry
Secretary of State
State Capitol Building
Salem, Oregon

ATTN: Geo. C. Stephens

Dear Sir:

This is to acknowledge your letter of February 23 to which was attached three copies of a claim filed with your office by the State Industrial Accident Commission against Whittenburg Construction Co. and Q. L. Rufener.

The claim is in the sum of $376.75 and pertains to our Contract No. 4273, your file No. 3544.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:eu

RECEIVED
FEB 27 1956
FOR FILING

S-158
4273

mrs Lemons

February 24, 1956

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco 4, California

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by the State Industrial Accident Commission against Whittenburg Construction Co. and Q. L. Rufener on contract No. 4273. The claim is for unpaid contributions in the sum of $376.75 and pertains to our contract No. 4273, awarded to Whittenburg Construction Company and Q. L. Rufener, for work on the Beals Corner-Dougherty Corner Section of the Woodworth, Hood River County, Road.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:cu

cc: Whittenburg Construction Co. &
Q. L. Rufener
308 S. E. Barlow St.
Beaverton, Oregon

cc: Jewett, Barton, Leavy & Kern
Lewis Building
Portland 4, Oregon

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Feb. 23, 1956

Mr. H. B. Glaisyer, Secretary
Box 86
Oregon City, Oregon

Dear Sir:

We received and filed as of today two claims, one by the State Industrial Accident Commission, file No. 3544, and the other one by Ernest L. Newbry, file No. 3545.

We are enclosing three copies of each claim for your information and files.

Kindly acknowledge receipt of same for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By [illegible]
Clerk
Records Division

NF:M
Enc.

RECEIVED
FEB 24 1956
OREGON
STATE [illegible] COMMISSION

STATE INDUSTRIAL ACCIDENT COMMISSION
SALEM, OREGON

FORM [illegible]

COPY

H. E. Osborn

February 21, 1956

Re: Firm No. 197623
Whittenburg Construction Co.
Joint Venture No. 1

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen:

Notice is hereby given that the undersigned, the State Industrial Accident Commission, has a claim for contributions in the sum of $376.75, based on an audit of payroll records through September 30, 1955, against the bond taken from Whittenburg Construction Company, Joint Venture No. 1 (Whittenburg Construction Company and Quenten Louis Hafener), and Surety, Glens Falls Indemnity Company, for the work of bridge, grading and oiling on Beal's Corner-Dougherty Section on Woodworth Road, Hood River County, on Oregon State Highway Contract No. 4273.

STATE INDUSTRIAL ACCIDENT COMMISSION

H. E. Osborn
Assistant Commissioner

HEO:vvw

CC - Secretary of State
Capitol Building
Salem, Oregon

CC - Jewett, Barton, Leavy & Kern
Lewis Building
Portland, Oregon

[illegible] 3544

FILED
FEB 23 1956
EARL T. NEWBRY
SECRETARY OF STATE

SECRETARY OF STATE
RECEIVED
FEB 23 1956
EA

RECEIVED
FEB 24 1956
FOR FILING

5-[illegible]
427[illegible]

February 23, 1956

Mr. John M. Coke
Attorney at Law
1012-1015 Yeon Building
Portland 4, Oregon

Dear Sir:

Our records in connection with Contract No. 4273, awarded to Whittenburg Construction Co. and Q. L. Rufener, show that final payment in the amount of $1,936.65 will be made after acceptance by the Commission. The contract is scheduled for acceptance at the next Commission meeting February 29 and March 1 and 2.

All claims filed with this office have been marked as satisfied. In this mornings mail, however, we received a letter from the State Industrial Accident Commission advising that they have a claim against the contract in the sum of $376.75. However, a phone call received later in the day stated that they had received payment of this claim, so as far as we know, all claims have been paid.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:eu

Lloyd
Did you tell the acc Com to confirm the phone information by letter - if not, better do so.
HB

Phoned 2/24

He said they would send letter of confirmation
I.O.

JOHN M. COKE
ATTORNEY AT LAW
1012-1015 YEON BUILDING
PORTLAND 4, OREGON
CApitol 8-0838

February 21, 1956

Commission

isyer

Re: 19433 & 23311
Contract No. 4273
Whittenburg Construction Co. and
Q. L. Rufener

Gentlemen:

My client, The Glens Falls Indemnity Company, the bonding company on Oregon State Highway Contract No. 4273 has on file with the Commission an assignment from the contractor which you have already recognized and have paid various estimates under this assignment. The contractor informs us that the final estimate has been presented to the accounting department for processing. Unfortunately the contractor does not have a copy of the final estimate, and we would appreciate your advising us as to the amount of the final payment and as to the approximate time of payment.

If the contract has been formally accepted, we would also like to have the date of such acceptance by the Commission.

We are fairly certain that all claims filed against this job have been paid. If not, please advise.

Thanking you for your cooperation.

Very truly yours,

JOHN M. COKE

JMC:jf

RECEIVED
FEB 22 1956
STATE H

JOHN M. COKE
ATTORNEY AT LAW
1013-1015 YEON BUILDING
PORTLAND 4, OREGON
CAPITOL 8-0838

REFERRED TO
BY SECRETARY

February 21, 1956

Oregon State Highway Commission
Salem, Oregon

Attention: H. B. Glaisyer
Secretary

Re: 19433 & 23311
Contract No. 4273
Whittenburg Construction Co. and
Q. L. Rufener

Gentlemen:

My client, The Glens Falls Indemnity Company, the bonding company on Oregon State Highway Contract No. 4273 has on file with the Commission an assignment from the contractor which you have already recognized and have paid various estimates under this assignment. The contractor informs us that the final estimate has been presented to the accounting department for processing. Unfortunately the contractor does not have a copy of the final estimate, and we would appreciate your advising us as to the amount of the final payment and as to the approximate time of payment.

If the contract has been formally accepted, we would also like to have the date of such acceptance by the Commission.

We are fairly certain that all claims filed against this job have been paid. If not, please advise.

Thanking you for your cooperation.

Very truly yours,

JOHN M. COKE

JMC:jf

RECEIVED
FEB 22 1956
STATE H[illegible]ON

RECEIVED
MAR 8 - 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
February 15, 1956

(CONTRACT NO.) 4273
(EST. NO.) 8-Final
(CONTRACTOR) Whittenberg Construction Co. & O. L. Rufener, Assign: Glen Falls Indemnity Co

(VOUCHER NO.) 2442
(WARRANT NO.) R-143298
(AMOUNT) $ 1,936.65
(DATE) 2/15/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: July 31, 1955

Time Extensions: to Sept. 30, 1955 with penalty

Completion Date: Sept. 30, 1955

Date Accepted: March 1, 1956

Penalties: A Time extension penalty was assessed

Claims: None outstanding of record

Remarks:

Date: 3-7-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

Ruth Rawlings

RECEIVED
JAN 6 1956
FOR FILING

S-159 (1)
4273

January 5, 1956

Whittenburg Construction Co. &
G. L. Rufener
308 S. W. Barlow St.
Beaverton, Oregon

Gentlemen:

The State Highway Commission at its meeting held on December 19, 1955 had under discussion your request for an extension of time from September 20, 1955 to September 30, 1955 within which to complete your contract No. 4273, covering the Deals Corner-Dougherty Corner Section of the Woodworth County Road in Hood River County.

The Highway Commission granted your request for the above extension of time with the provision that all engineering costs incurred be assessed as penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dean Swift,
Division Engineer

A. V. Benedict,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
JAN 6 1956
FOR FILING

5-158 (1)
4273

January 5, 1956

Whittenburg Construction Co. &
W. L. Hufener
308 S. W. Barlow St.
Beaverton, Oregon

Gentlemen:

The State Highway Commission at its meeting held on December 19, 1955 had under discussion your request for an extension of time from September 20, 1955 to September 30, 1955 within which to complete your contract No. 4273, covering the Beals Corner-Dougherty Corner Section of the Woodworth County Road in Hood River County.

The Highway Commission granted your request for the above extension of time with the provision that all engineering costs incurred be assessed as penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dean Swift,
Division Engineer

A. V. Benedict,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
DEC 19 1955
FOR FILING

S-13411
4[illegible]

December 16, 1955

CERTIFIED MAIL

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 4273 for work performed on the Beals Corner-Dougherty Corner Section of the Woodworth County Road in Hood River County was completed by the contractor, Whittenburg Construction Co. & Q. L. Rufener, on September 30, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $1,936.65 will be released to the contractor, assigned to Glens Falls Indemnity Company, after acceptance by the Commission. The total contract amount is $64,634.63 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
DEC 14 1955
FOR FILING

S-[illegible]
[illegible]

December 13, 1955

Oregon State Highway Commission

Gentlemen:

On the Beals Corner-Dougherty Corner Section of the Woodworth County Road in Hood River County (this being a county federal-aid secondary project) we have an overrun of approximately $8,000, which is 13 per cent over the project authorization of $61,250. This overrun was caused almost entirely by necessity of raising a fill across a low swampy area, which required borrowing of rock materials.

This matter will be on the next agenda, and it is respectfully requested that you approve an increase in project authorization in the amount of $8,000 on Contract No. 4373.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

[illegible]

cc Mr. P. M. Stephenson
Mr. C. H. Maison

RECEIVED
DEC 12 1955
FOR FILING

S-158 (1)
A-[illegible]

December [illegible], 1955

Oregon State Highway Commission

Request for extension of time
No. [illegible]
December 13 and 14 meeting.

Gentlemen:

Re: Beals Corner-Dougherty Corner Section
Contract No. 4273

Whittenburg Construction Co. & [illegible], contractors on the Beals Corner-Dougherty Corner Section of the Woodworth County Road in Hood River County, have requested a third extension of time from September 30, 1955, to September 30, 1956, in which to complete the contract.

This delay was caused by the failure of the contractors to properly schedule their operations.

It is recommended that this extension be granted with the usual engineering penalties. This is a Federal Aid Secondary project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

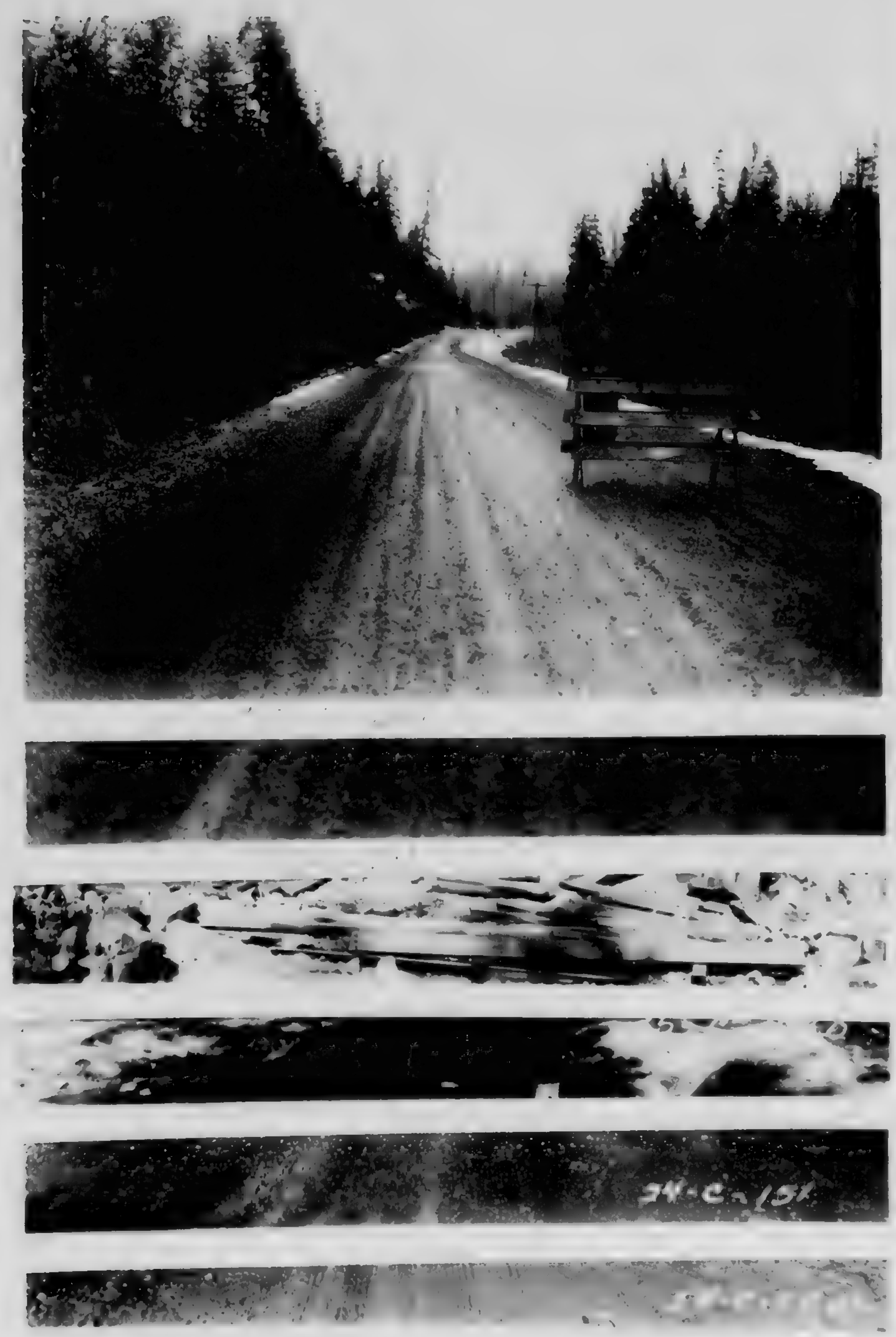
PMS/dp
Attached

cc P. M. Stephenson

FAS____ County____________________ Contract No. 4273 + 4417

Section____________________________________

Location___________________________________



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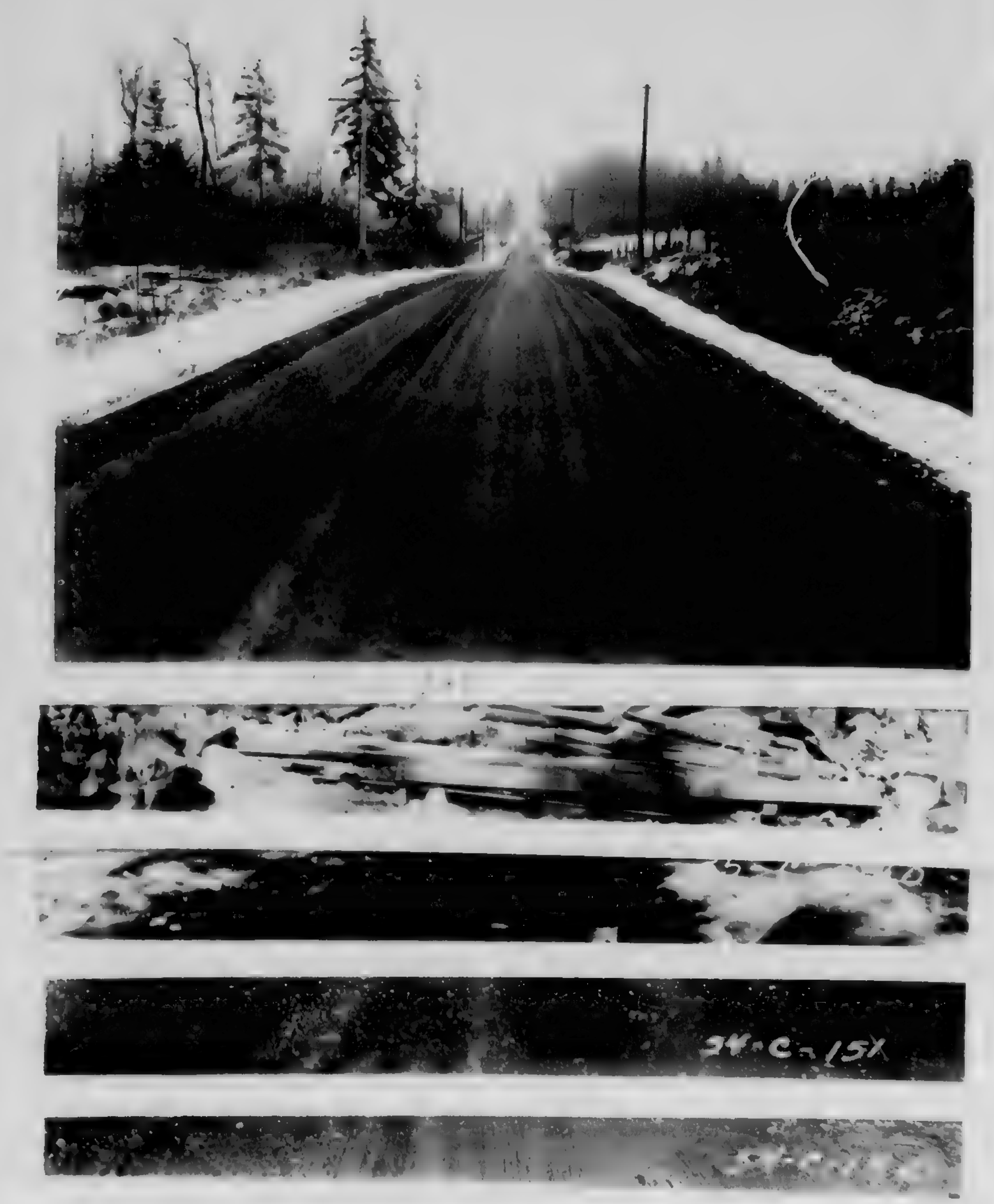

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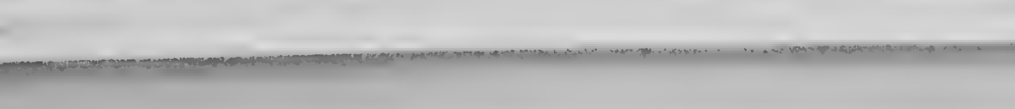

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RECEIVED
DEC 21 1955
FOR FILING

S-158(1)
4273

November 23, 1955

REFERRED TO Query BY SECRETARY
to note & record on card

NOTED
FLOYD QUERY

Mr. John M. Coke
Attorney at Law
1012-1015 Yeon Building
Portland 4, Oregon

Dear Mr. Coke:

I refer to your letter of November 21, 1955 concerning State Highway Contract No. 4273, awarded to Whittenburg Construction Co. and O. L. Rufener for construction of a bridge and grading and oiling work on the Beals Corner-Dougherty Corner Section of Woodworth County Road in Hood River County.

You have done a good job in satisfying the claims that were filed against this job. In checking our files I find that all of the claims of which we had record in this office have been satisfied. I also find that the contractor's claim for $9,000 for extra work has been compromised for $7,091.31. In view of the above I am today authorizing the Chief Auditor to release all monies that are now due or which may become due to the contractor in connection with this job pursuant to the provisions of the assignment which was given to the Glens Falls Indemnity Company. The warrants will be mailed to you as previously requested.

In checking with our Accounting Division I find that the semi-final voucher is now being processed. I have also checked with our Bridge Department, under whose supervision the work was performed, and I have been told that the final payment will be forthcoming probably within the next thirty days. It will be expedited as much as possible.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm
cc: C. H. Maison (2)

NOTED ON CARD
gP

JOHN M. COKE
ATTORNEY AT LAW
1013-1015 YEON BUILDING
PORTLAND 4, OREGON
CAPITOL 8-0838

November 21, 1955

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: H. B. Glaisyer
Secretary

Re: State Highway Contract #4273
Q. L. Rufener

Gentlemen:

In your letter of October 17th you acknowledged that you would honor the assignment from the Whittenburg Construction Co. and Q. L. Rufener given to my client, The Glens Falls Indemnity Company, and that future payments in connection with the job would be made in conformity therewith and that the warrants would be mailed directly to my office. You also advised that after the payment by us of certain claims filed and releases furnished you, you would process payments. To the best of our knowledge, we have now paid all of the creditors who have filed. In each case when we forwarded them the draft of the bonding company, we prepared a statement which they were to execute and send directly to you acknowledging full payment and withdrawing their claim.

We assume that by this time you probably have received these various settlement acknowledgments. If you have not, I would greatly appreciate your letting me know.

It so happens that the holdup on the payments by the Commission is adding to the expense chargeable against the contract and, therefore, if possible, we would like to see the payment made in the near future. The contractor, Mr. Rufener, has advised me that one item, namely his claim for extra work of approximately $9,000.00, has been held up for a period of over a year.

Thank you for your cooperation.

Very truly yours,

John M Coke

JOHN M. COKE

JMC:jf

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STATE HIGHWAY COMMISSION

ANSWERED
H. B. GLAISYER

NOTED ON CARD

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DEC 21 1955
FOR FILING

S-158 (1)
4273

Lewis B

November 22, 1955

Glens Falls Insurance Company
Pacific Coast Department
Mills Tower
San Francisco 4, California

Gentlemen:

A letter has been received from the Soule Steel Company, Portland, stating that they have received full payment of their claim against Whittenburg Construction Company and Q. L. Rufener on state highway contract #4273, and that their claim has been withdrawn.

This information is furnished as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc

cc: Glens Falls Indemnity Company
Jewett, Barton, Leavy & Kern
Lewis Bldg.,
Portland 4, Oregon

cc: Whittenburg Construction Company &
Q. L. Rufener
308 SE Barlow Street
Beaverton, Oregon

NOTED ON CARD

RECEIVED
DEC 21 1955
FOR FILING

S-158(1)
4273

Lewis B

November 22, 1955

Soule Steel Company
P. O. Box 9594
Portland 10, Oregon

ATTENTION: C. R. Reisner

Dear Sir:

Thank you for your letter received yesterday stating that you have received full payment of your claim against Whittenburg Construction Company and Q. L. Rufener on state highway contract #4273.

We will notify the contractor and the surety that your letter has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc

NOTED ON CARD
gl

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: H. B. Glaisyer,
Secretary

Re: State Highway Contract #4273
Contractor: Wittenburg
Construction Co. and
Q. L. Rufener

Gentlemen:

The undersigned has previously notified the State Highway Commission that certain bills incurred by the Wittenburg Construction Co. and Q. L. Rufener to the undersigned on State Highway Contract #4273 were unpaid.

Please be advised that we have today received full payment of our claim against the Wittenburg Construction Co. and Q. L. Rufener, the contractor, from The Glens Falls Indemnity Company, the surety, and, therefore, you may consider our claim as withdrawn.

Very truly yours,

C R Reisner

SOULE STEEL COMPANY
P. O. BOX 9594
PORTLAND 10, OREGON

CC: Earl T. Newbry
Secretary of State
Salem, Oregon

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SOULE STEEL [illegible]

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FOR FILING

S-158(1)
4273

Lewis

November 18, 1955

Glens Falls Indemnity Co.
Pacific Coast Department
6th Floor, Mills Tower
San Francisco, California

Gentlemen:

We received a letter from Walter Goodat stating that he has received full payment of his claim against Whittenburg Construction Company and Q. L. Rufener on State Highway Contract No. 4273, and his claim has been withdrawn.

We advise you of this as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Whittenburg Construction Co. and
Q. L. Rufener
308 S. E. Barlow Street
Beaverton, Oregon

Jewett, Barton, Leavy & Kern
Lewis Building
Portland 4, Oregon

NOTED ON CARD
gP

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NOV 21 1955
FOR FILING

S-158 (
4273

November 18, 1955

Mr. Walter Goodat
Goodat Crane Service
1735 S. E. Union at Mill
Portland 14, Oregon

Dear Sir:

Thank you for your letter advising that you have received full payment of the claim against Whittenburg Construction Company and Q. L. Rufener on State Highway Contract No. 4273. We will notify the contractor and the surety that your letter has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: H. B. Glaisyer,
Secretary

Re: State Highway Contract #4273
Contractor: Wittenburg
Construction Co. and
Q. L. Rufener

Gentlemen:

The undersigned has previously notified the State Highway Commission that certain bills incurred by the Wittenburg Construction Co. and Q. L. Rufener to the undersigned on State Highway Contract #4273 were unpaid.

Please be advised that we have today received full payment of our claim against the Wittenburg Construction Co. and Q. L. Rufener, the contractor, from the Glens Falls Indemnity Company, the surety, and, therefore, you may consider our claim as withdrawn.

Very truly yours,

Walter Goodat

CC: Earl T. Newbry
Secretary of State
Salem, Oregon

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NOV 17 [illegible]
STATE [illegible]

RECEIVED
NOV 21 1955
FOR FILING

S-12[illegible] (1)
4273

November 18, 1955

Mr. L. Winans
RFD #2, Box 217
Hood River, Oregon

Dear Sir:

Thank you for your letter received yesterday advising that your claim against Whittenburg Construction Company and Q. L. Rufener has been paid in full.

This claim was filed against our contract #4273.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc

NOTED ON CARD

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: H. B. Glaisyer, Secretary

Re: State Highway Contract #4273
Contractor: Wittenburg Construction Co. and Q. L. Rufener

Gentlemen:

The undersigned has previously notified the State Highway Commission that certain bills incurred by the Wittenburg Construction Co. and Q. L. Rufener to the undersigned on State Highway Contract #4273 were unpaid.

Please be advised that we have today received full payment of our claim against the Wittenburg Construction Co. and Q. L. Rufener, the contractor, from The Glens Falls Indemnity Company, the surety, and, therefore, you may consider our claim as withdrawn.

Very truly yours,

L Winans

CC: Earl T. Newbry
Secretary of State
Salem, Oregon

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NOV 16 1955
STATE HIGHWAY COMMISSION

FILE FRI [illegible]

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NOTED [illegible]

JL

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NOV 21 1955
FOR FILING

S-158(1)
427-

November 18, 1955

Glens Falls Insurance Company
Pacific Coast Department
Mills Tower, 6th Floor
San Francisco 4, California

Gentlemen:

A letter has been received from L. Winans stating that his claim against Whittenburg Construction Company and Q. L. Rufener on contract #4273 has been paid in full and his claim withdrawn.

We provide this information as your Company appears as surety on the performance bond furnished for this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc

cc: Glens Falls Indemnity Company
Jewett, Barton, Leavy & Kern
Lewis Bldg.,
Portland 4, Oregon

cc: Whittenburg Construction Company &
Q. L. Rufener
308 SW Farlos Street
Beaverton, Oregon

NOTED ON CARD

RECEIVED
NOV 21 1955
FOR FILING

S-158 (1)
4-1-

November 18, 1955

Wamic Lumber Company
The Dalles
Oregon

Gentlemen:

Thank you for your letter received yesterday stating that your claim against Whittenburg Construction Company and Q. L. Rufener on contract #4273 has been paid in full and your claim withdrawn.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:de

[illegible]

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: H. B. Glaisyer,
Secretary

Re: State Highway Contract #4273
Contractor: Wittenburg
Construction Co. and
Q. L. Rufener

Gentlemen:

The undersigned has previously notified the State Highway Commission that certain bills incurred by the Wittenburg Construction Co. and Q . L. Rufener to the undersigned on State Highway Contract #4273 were unpaid.

Please be advised that we have today received full payment of our claim against the Wittenburg Construction Co. and Q. L. Rufener, the contractor, from The Glens Falls Indemnity Company, the surety, and , therefore, you may consider our claim as withdrawn.

Very truly yours,

Warnic Lbr Co.
By R.A. Coppa

CC: Earl T. Newbry
Secretary of State
Salem, Oregon

RECEIVED
NOV 16 1955
OREGON
STATE HIGHWAY COMMISSION

REFERRED

NOTED ON CARD

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NOV 21 1955
FOR FILING

Lewis

S-158 (1)
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November 18, 1955

Glens Falls Insurance Company
Pacific Coast Department
Mills Tower, 6th Floor
San Francisco 4, California

Gentlemen:

A letter has been received from Wamic Lumber Company stating that their claim against Whittenburg Construction Company and Q. L. Rufener on contract #4273 has been paid in full and their claim withdrawn.

This information is furnished as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMPANY

Secretary

FAQ:dc

cc: Glens Falls Indemnity Company
Jewett, Barton, Leavy & Kern
Lewis Bldg.,
Portland 4, Oregon

cc: Whittenburg Construction Company &
Q. L. Rufener
308 SE Barlow Street
Beaverton, Oregon

NOTED ON CARD

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4273

M. Glaiyer

We have record of only 1 not paid & that is Soule Steel for 4334.37

F Query

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NOV 17 1955
FOR FILING

S-158 (1)
4273

Files

November 15, 1955

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco, California

Gentlemen:

We have received a letter from the Tum-A-Lum Lumber Co., Hood River, in which they write as follows:

> "Please be advised that we have today received full payment of our claim against the Wittenburg Construction Co. and Q. L. Rufener, the contractor, from The Glens Falls Indemnity Company, the surety, and, therefore, you may consider our claim as withdrawn."

This statement apparently pertains to the claim of the Tum-A-Lum Lumber Co. in the amount of $563.73 concerning which you were notified September 27, our Contract No. 4273.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Whittenburg Construction Co. &
Q. L. Rufener
308 S. E. Barlow Street
Beaverton, Oregon

Jewett, Barton, Leavy & Kern
Lewis Building
Portland 4, Oregon

NOTED ON CARD

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FOR FILING

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4-7

Lewis

November 15, 1955

Tum-A-Lum Lumber Co.
Hood River, Oregon

Gentlemen:

Thank you for your letter, dated November 14, stating that you have received full payment of your claim against Whittenburg Construction Co. & Q. L. Rufener on State Highway Contract No. 4273. This apparently pertains to the claim filed with us on September 22 in the amount of $563.73.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: H. B. Glaisyer, ✓
Secretary

Re: State Highway Contract #4273
Contractor: Wittenburg
Construction Co. and
Q. L. Rufener

Gentlemen:

The undersigned has previously notified the State Highway Commission that certain bills incurred by the Wittenburg Construction Co. and Q. L. Rufener to the undersigned on State Highway Contract #4273 were unpaid.

Please be advised that we have today received full payment of our claim against the Wittenburg Construction Co. and Q. L. Rufener, the contractor, from The Glens Falls Indemnity Company, the surety, and, therefore, you may consider our claim as withdrawn.

Very truly yours,

Tum-A-Lum Lumber Co

By J. Willkopf - Book Keeper

CC: Earl T. Newbry
Secretary of State
Salem, Oregon

ON CARD

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FOR FILING

S-108 (1)
4273

November 15, 1955

CERTIFIED MAIL

Glens Falls Indemnity Company
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Whittenburg Construction Co. & C. L. Rufener in connection with contract No. 4273, covering Beals Corner-Dougherty Corner Section of the Woodworth County Road in Hood River County. This payment, in the amount of $14,889.82 will be released to the contractor, assigned to Glens Falls Indemnity Company, on or after November 25, 1955. The retained percentage is $1,939.11.

There are several claims filed against this project, of which you have been previously notified, aggregating approximately $7,300.00.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

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FOR FILING

S-158 (1)
4273

November 15, 1955

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco, California

Gentlemen:

A letter has been received from John H. Sheldrake, Hood River County Judge, Hood River, Oregon, stating that the County's claim against Whittenburg Construction Company and Q. L. Rufener on Contract No. 4273 has been paid in full by the Surety.

This information is provided as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Whittenburg Construction Company &
Q. L. Rufener
308 S. E. Barlow Street
Beaverton, Oregon

Jewett, Barton, Leavy & Kern
Lewis Building
Portland 4, Oregon

NOTED ON CARD

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FOR FILING

S-158
4273

November 15, 1955

Honorable John H. Sheldrake
County Judge, Hood River County
Hood River, Oregon

Dear Sir:

Thank you for your letter received today stating that the County has received full payment of its claim against Whittenburg Construction Company and Q. L. Rufener, Contract No. 4273. We will advise the contractor and the surety that your letter has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: H. B. Glaisyer
Secretary

Re: State Highway Contract #4273
Contractor: Wittenburg
Construction Co. and
Q. L. Rufener

Gentlemen:

The undersigned has previously notified the State Highway Commission that certain bills incurred by the Wittenburg Construction Co. and Q. L. Rufener to the undersigned on State Highway Contract #4273 were unpaid.

Please be advised that we have today received full payment of our claim against the Wittenburg Construction Co. and Q. L. Rufener, the contractor, from The Glens Falls Indemnity Company, the surety, and, therefore, you may consider our claim as withdrawn.

Very truly yours,

John H. Sheldrake
County Judge

CC: Earl T. Newbry
Secretary of State
Salem, Oregon

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OREGON
STATE HIGHWAY COMMISSION

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OCT 19 1955
FOR FILING

S-157 (

4273

October 18, 1955

State Unemployment Compensation Commission
500 Public Service Building

Attention: Roland V. Brown

Gentlemen:

Thank you for your letter of October 14, advising us that you have received a check from Glens Falls Indemnity Company in the amount of $798.75, which clears your claim against Whittenburg Construction Company and O. L. Rufener on our contract No. 4273.

We will advise the surety and the contractor that your letter has been received.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

EQ:mm

NOTED ON CARD

October 18, 1955

Glens Falls Indemnity Company
Pacific Coast Department
6th Floor, Mills Tower
San Francisco, California

Gentlemen:

A letter has been received from the State Unemployment Compensation Commission advising that they have received a check from the Glens Falls Indemnity Company in the amount of $798.75, which clears their claim against Contract No. 4273 awarded to Whittenburg Construction Company and Q. L. Rufener.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:mm

cc: Jewett, Barton, Leavy & Kern
Lewis Building
Portland 4, Oregon

Whittenburg Construction Co. &
Q. L. Rufener
308 S. E. Barlow Street
Beaverton, Oregon

NOTED ON CARD

STATE OF OREGON
STATE UNEMPLOYMENT COMPENSATION COMMISSION
UNEMPLOYMENT COMPENSATION LAW
SALEM

REFERRED TO
BY SECRETARY

October 14, 1955

IN REPLY REFER TO
RVB: 63725

State Highway Department
Highway Building
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Re: CONTRACT NO. 4273, WHITTENBURG CONSTRUCTION COMPANY and Q. L. RUFENER

Gentlemen:

On October 13, 1955, we received a letter from John M. Coke, attorney for the Glen Falls Indemnity Company, containing their check for the sum of $798.75. This completely clears the claim of the State Unemployment Compensation Commission for contributions under the above contract.

Therefore, you may release any funds in your hands which are due to the Glen Falls Indemnity Company as the State Unemployment Compensation Commission no longer has any claim against them.

Thank you very much for your cooperation in this matter.

Yours very truly,

Roland V. Brown
Roland V. Brown
Assistant Attorney General

RVB:ejw

[illegible] ON CARD

RECEIVED
OCT 17 1955
OREGON
STATE HIGHWAY COMMISSION

NOTED
H. B. GLAISYER

OREGON STATE EMPLOYMENT SERVICE
AFFILIATED WITH
UNITED STATES EMPLOYMENT SERVICE
FOR QUALIFIED WORKERS CALL THE OREGON STATE EMPLOYMENT SERVICE

RECEIVED
JUL 11 1956
FOR FILING
S-158 (1)
4273

October 17, 1955

Mr. John M. Coke
Attorney At Law
1014-1015 Yeon Building
Portland 4, Oregon

Dear Mr. Coke:

This is a belated acknowledgment of your letter of October 14, advising that the claim of the State Unemployment Compensation Commission arising out of State Highway Contract No. 4273 has been paid. In today's mail, I received a letter from Mr. Roland V. Brown, Assistant Attorney General, acknowledging the payment and advising that the State Unemployment Compensation Commission has no further claim against the funds earned by the contractor in connection with this job.

In view of this information we are accepting the assignment that Whittenburg Construction Co. and Q. L. Rufener gave to the Glens Falls Indemnity Company. Future payments in connection with this job will be made in conformity with the provisions of the assignment, and the warrants will be mailed directly to you.

There are numerous claims outstanding against this job totalling approximately $7,380.64. I assume that these claims have been satisfied although I do not have receipts to verify this. If you will send me executed copy of releases from the several creditors, I will authorize the Auditor to mail to you any warrant he may be holding for work performed on this contract.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

cc: C. H. Maison
Mr. Maison:
Attached hereto are two executed copies of the assignment mentioned above for your use. Please do not release any warrants until advised by this office.
HBG.

1383.84
621.00
200.00
278.00
563.73
4334.37

7380.64

JOHN M. COKE
ATTORNEY AT LAW
1018-1015 YEON BUILDING
PORTLAND 4, OREGON
CAPITOL 8-0838

October 12, 1955

ay Commission

oyd Query,
ant Secretary

RE: Contract No. 4273
Whittenburg Construction
Co. and Q. L. Rufener

Gentlemen:

I acknowledge receipt of your letter of September 27, 1955. Please be advised that as of today we have settled the claim of the Oregon State Unemployment Compensation Commission. I am enclosing a copy of my letter to the Commission which is self-explanatory.

I would assume that shortly the Unemployment Compensation Commission will release its claim and that you will then be in a position to make payment to the assignee, Glens Falls Indemnity Company, under the assignment filed in your office.

Thanking your for your cooperation.

Very truly yours,

John M. Coke

John M. Coke

JMC:vm
Enc.

ANSWERED
H. B. GLAISYER

RECEIVED
[illegible] 1955
STATE HI[illegible] COMMISSION

JOHN M. COKE
ATTORNEY AT LAW
1018-1016 YEON BUILDING
PORTLAND 4, OREGON
CAPITOL 8-0838

October 12, 1955

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Floyd Query,
Assistant Secretary

RE: Contract No. 4273
Whittenburg Construction
Co. and Q. L. Rufener

Gentlemen:

I acknowledge receipt of your letter of September 27, 1955. Please be advised that as of today we have settled the claim of the Oregon State Unemployment Compensation Commission. I am enclosing a copy of my letter to the Commission which is self-explanatory.

I would assume that shortly the Unemployment Compensation Commission will release its claim and that you will then be in a position to make payment to the assignee, Glens Falls Indemnity Company, under the assignment filed in your office.

Thanking your for your cooperation.

Very truly yours,

John M Coke

John M. Coke

JMC:vm
Enc.

ANSWERED
H. B. GLAISYER

RECEIVED
[illegible] 1955
STATE HIGHWAY COMMISSION

JOHN S. COKE AND JOHN M. COKE
ATTORNEYS AT LAW
1012-1015 YEON BUILDING
PORTLAND, OREGON
TELEPHONE ATWATER 0838

October 12, 1955

C
O
P
Y

Oregon State Unemployment
Compensation Commission
Public Service Building
Salem, Oregon

Attention: Mr. Roland Brown
Legal Department

RE: Contract No. 4273
Whittenburg Construction
Co. and Q. L. Rufener

Gentlemen:

Pursuant to our settlement agreement of the claim of the State Unemployment Compensation Commission against contractors Whittenburg Construction Co. and Q. L. Rufener on State contract No. 4273, enclosed find draft of the Glens Falls Indemnity Company, the surety, dated October 12, 1955, payable to the order of Oregon State Unemployment Compensation Commission, in the sum of $798.75; also enclosed find assignment and release forms which you will please have executed in triplicate and acknowledged and return in care of my office.

You have informed me that upon receipt of the payment you would satisfy the judgment and also immediately notify the Oregon State Highway Commission that you are releasing your claim. There is no particular rush about satisfying the record but I would appreciate your clearing with the Oregon State Highway Commission as soon as possible.

Thanking you for your cooperation.

Very truly yours,

John M. Coke

JMC:vm
Enc. - Draft No. A-43277
Assignment and Release (4)
cc: Oregon State Highway Commission.

RECEIVED
OCT 13 1955
OREGON
STATE HIGHWAY COMMISSION

September 27, 1955

Mr. John M. Coke
Attorney at Law
1012 Yeon Building
Portland, Oregon

Dear Sir:

This letter is to confirm our conversation of last week when you were in this office, at which time I advised you that we had received a letter from our Legal Counsel recommending that the Highway Commission not consent to the assignment from Whittenburg Construction Company and Q. L. Rufener to Glens Falls Indemnity Company on Contract No. 4273 until a determination has been made of the garnishment claim of the State Unemployment Compensation Commission. This claim, by the way, is in the sum of $785.27. It appears, therefore, that it will be necessary to withhold any further payments on this contract until the garnishment to the UCC has been taken care of.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

FORM 290—50M—2-55—62066

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 20, 1955

SUBJECT: Contract No. 4273
Beals Corner-Dougherty Corner
Woodworth County Road
Hood River County
Assignment to Bonding Company

To: Mr. H. B. Glaisyer, Secretary
State Highway Commission
Office

Attention: Mr. Floyd Query

Dear Mr. Glaisyer:

Attached hereto find the assignment and Power of Attorney from the contractors to the Glen Falls Indemnity Company re the above contract. Please be advised that the assignment and Power of Attorney is approved as to form.

Your attention is directed to the fact that the State of Oregon by and through its Unemployment Compensation Commission has garnisheed the funds due the contractor. This makes the assignment subject to the garnishment. Under the circumstances I believe the Highway Commission would prefer not to consent to the assignment and I therefore recommend that a communication be directed to the above-referred to Bonding Company advising that the Highway Commission will not consent to the assignment until a determination has been made of the garnishment claim of the State Unemployment Compensation Commission.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By O. E. McAdams Jr
O. E. McADAMS, JR.
Assistant Attorney

OEMcA:br
Encls.

FORM E-123 50M REVISED 3-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

September 19, 1955

Mr. John M. Coke, Attorney
1012 Yeon Building
Portland, Oregon

Dear Sir:

This is to acknowledge your letter of September 19 concerning release of funds payable on Contract 4273, and to which was attached an assignment from Whittenburg Construction Company and Q. L. Rufener assigning all funds due from Contract 4273 to the Glens Falls Indemnity Company, in care of yourself. We will honor the assignment and our Accounting Division will be notified.

Concerning the garnishment served against this contract by the State Unemployment Compensation Commission in the amount of $760.59, we have been advised by our Legal Counsel that all funds due and payable under this contract can be released, with the exception that enough money must be retained to cover the garnishment. We are, therefore, advising the Accounting Division that all funds may be released as they are ready, with the exception of $1,000 which will be retained until we know that the garnishment has been satisfied or some other satisfactory disposition of it has been made.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

[illegible]

PM

Mr Adams released the garnishment
He will send a letter confirming
[illegible]

JOHN S. COKE AND JOHN M. COKE
ATTORNEYS AT LAW
1012-1015 YEON BUILDING
PORTLAND, OREGON
TELEPHONE ATWATER 0838

September 13, 1955

Mr. H. B. Glaisyer
Secretary
Oregon State Highway Commission
Salem, Oregon

Attention: Lloyd Query

Re: Contract No. 4273
Woodworth County Road,
Hoood River County

Dear Mr. Glaisyer:

In behalf of the surety, the Glen Falls Indemnity Company, I delivered to your office last Wednesday, September 7, an Assignment executed by the contractor, Whittenburg Construction Co. and Q. L. Rufener, joint venturers, assigning to the Glen Falls Indemnity Company all monies now due or which may hereafter become due from the State of Oregon for work performed under State Contract No. 4273. We also handed you a Power of Attorney to the Glen Falls Indemnity Company executed by the contractor, Whittenburg Construction Co. by W. R. Whittenburg, President, and by Q. L. Rufener. You suggested at that time that we also furnish you with one of your regular forms entitled, "Assignment of Claim." We are enclosing these forms executed in quadruplicate by Q. L. Rufener and Whittenburg Construction Co. by W. R. Whittenburg, President, assigning to the Glen Falls Indemnity Company all monies due or hereafter due under State Highway Constract No. 4273.

You will note from the file that under date of May 16, 1955 the Glen Falls Indemnity Company by F. E. Van Dorn, Supervisor, Fidelity and Surety Claims, sent you a letter requesting that no further payments be made by the State of Oregon to the contractor. Under date of May 17th in reply thereto, the State of Oregon by the State Highway Commission by H. B. Glaisyer, Secretary, advised that the Commission would be guided by the directions of the Glen Falls Indemnity Company and no further payments would be made to the contractor. In view of the present Assignment by the contractor to the Glen Falls Indemnity Company, it will now be in order to release the money under the Assignment. If you desire a direct confirmation of this from my client, the Glen Falls Indemnity Company, please advise.

You also mentioned in our meeting the other day that your file discloses that the State Industrial Accident Commission had filed an Attachment with you for approximately $600.00, based upon the claim against the contractor for unpaid State Industrial contributions. As far as the surety and assignee, the Glen Falls Indemnity Company, is concerned, it will be in order for you to withhold the amount of the Attachment out of any monies due and payable under the Assignment. We are investigating this claim, and if it appears that it is a legitimate claim against the contractor, the surety will probably pay the claim direct.

It is our understanding that the Commission is now processing a claim of the contractor's for extra work in the sum of $7,091.31 and in addition is processing an estimate for work done by the contractor during the month of August, 1955.

Thanking you for your cooperation, I am

Very truly yours,

GLEN FALLS INDEMNITY COMPANY

John M. Coke
Serving as its agent & attorney

JMC:dp

cc: Portland Claims Office

Form A-204—1M—9-54

STATE OF OREGON—HIGHWAY DEPARTMENT

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF **Ten and 00/100**
($ **10.00**) Dollars, to **us** paid, **we** hereby sell, assign and transfer the within claim for **all monies now due or which may hereafter become due us from the State of Oregon for work performed under State Highway Contract No. 4273 for bridge, grading and oiling Beals Corner-Dougherty Corner Section of Woodworth County Road in Hood River County**

to **Glens Falls Indemnity Company (c/o John M. Coke, 1012 Yeon Bldg. Portland, Oregon)** and authorize and empower said **Glens Falls Indemnity Company (c/o John M. Coke)** to act as agent for **us** and in **our** name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, and provided further that this assignment is subject to all of the provisions of ORS 366.420, and, if the same is honored, either in whole or in part, by the State Highway Department, such action by the Department shall be controlled at all times by the terms of said statute, not only with respect to payments made but likewise with respect to future payments.

Witness my hand this [illegible] day of [illegible], 19[illegible]

Executed in the presence of us as witnesses:

Whittaker Const. Co.

State Printing 78306

State Unemployment Compensation Commission. Mr. Metcalf has advised that the garnishment was not considered at the time of the assignment, but that he will take the matter up with John M. Coke, their attorney, and advise us of their intentions in the matter.

[illegible] I suggest that this assignment be held in abeyance until we have further word from the Glens Falls Indemnity Company, at which time their action may simplify our problem with relation to this assignment.

Yours very truly,

[illegible] 33[illegible]
retained as of that date 4512.20

C. W. ENFIELD
Chief Counsel

By O. E. McAdams Jr.
O. E. McADAMS, JR.
Assistant Attorney

OEMcA:[illegible]

9-19 McAdams says ok to release funds except enough to cover UCC claim

FORM 230—50M—2-55—62906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Sept. 12, 1955

SUBJECT: Contract No. 4273
Beals Corner-Dougherty Corner
Woodworth County Road
Hood River County
Assignment to Bonding Company

To: Mr. [illegible] B. Glaisyer, Secretary
State Highway Commission
Office

Attention: Mr. Floyd Query

NOTED
FLOYD QUERY

Dear Sir:

Please be advised that I have contacted Mr. Metcalf of the Glens Falls Indemnity Company pertaining to their assignment from the Whittenburg Construction Co. and Q. L. Rufener and its status in relation to the garnishment filed by the State Unemployment Compensation Commission. Mr. Metcalf has advised that the garnishment was not considered at the time of the assignment, but that he will take the matter up with John M. Coke, their attorney, and advise us of their intentions in the matter.

May I suggest that this assignment be held in abeyance until we have further word from the Glens Falls Indemnity Company, at which time their action may simplify our problem with relation to this assignment.

Yours very truly,

C. W. Enfield
Chief Counsel

By O. E. McAdams Jr.
O. E. McADAMS, JR.
Assistant Attorney

[illegible] 33[illegible]
released as of that da[illegible] 4072.10

OEMcA:TRC

9·19 McAdams says ok to release funds except enough to cover UCC claim

JOHN S. COKE AND JOHN M. COKE
ATTORNEYS AT LAW
1012-1015 YEON BUILDING
PORTLAND, OREGON
TELEPHONE ATWATER 0836

September 6, 155

Oregon State Highway Commission
Salem
Oregon

Re: Contract No. 4273
Beals Corner-Dougherty Corner
Woodworth County Road
Hood River County

Gentlemen:

This is to inform and notify you that the Contractor, Whittenburg Construction Co. and Q. L. Rufener, on the 7th day of September, 1955, assigned to the undersigned, the Glens Falls Indemnity Company, a New York corporation, all monies due, payable or owing, or to become due, payable or owing under a certain written contract designated as Contract No. 4273, Beals Corner-Dougherty Corner section of the Hood River County, entered into by the State of Oregon by its Highway Commission and the Whittenburg Construction Co. and Q. L. Rufener.

The written Assignment duly executed by the Whittenburg Construction Co., a corporation, and Q. L. Rufener of the monies due or to become due under said contract is enclosed herewith.

We therefore respectfully request any monies due or to become due under said contract, be paid to the undersigned, the Glen Falls Indemnity Company, and forwarded to John M. Coke, its attorney, 1012 Yeon Building, Portland 4, Oregon.

Very truly yours,
GLEN FALLS INDEMNITY COMPANY

By ______________________
John M. Coke
Agent and Attorney

Salem, Oregon
Sep. ____, 1955

Received and approved this ________ day of September, 1955.

OREGON STATE HIGHWAY COMMISSION
By ______________________

RECEIVED
OCT 4 1955
FOR FILING

5-157(1)

4273

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

October 3, 1955

Whittenburg Construction Co. & Q. L. Rufener
308 S. E. Barlow St.
Beaverton, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on September 22, had under discussion your request for an extension of time from August 31 to September 20, 1955 within which to complete your contract No. 4273, for the Lewis Corner-Dougherty Corner Section of the Woodworth County Road in Hood River County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dean Swift,
Division Engineer

A. V. Benedict,
Resident Engineer

W. G. Smith,
Construction Engineer

RECEIVED
OCT 4 1955
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

October 3, 1955

Whittenburg Construction Co. & G. L. Rufener
308 [illegible] St.
Beaverton, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on September 22, had under discussion your request for an extension of time from August 31 to September 20, 1955 within which to complete your contract No. 4273, for the [illegible] Corner-Dougherty Corner Section of the Woodworth County Road in Hood River County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dean Swift,
Division Engineer

A. V. Benedict,
Resident Engineer

H. G. Smith,
Construction Engineer

S-108(1)

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Bridge No. 7892

For Week Ending Sept. 30, 1955, 19

Section Beals Corner - Dougherty Corner

Kind of work Bridge, Grading & Oil Mat Surfacing.

Highway Woodworth Road

Section prefix 514-1033

Contractor Whittenberg Constr. Co. & Q.L. Rufener

Contract number 4273

Date of contract Aug. 16, 1954, 19

Date of completion July 31, 1955, 19

Date work started Aug. 18, 1954, 19

Estimated date of completion ? ?, 19

Project authorization $ 61,251.75

Exclusive of Engineering $ 56,896.07

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $ 57,000

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 4,355.68

Engineering cost to date $ 4,559, 100 %

Date project was completed 9 - 30, 1955

COPY

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Placed first lift of oil mat surfacing, and approximately half of the second lift, on this section Saturday. Placed the balance of the second lift, and the first seal, Monday. Rain halted operations until Thursday, when the final seal was placed. Oil mat is now complete.

No effort has been made to clean out the channel under the bridge and there is no present indication when this may be done. The project is complete except for this item.

Report of completion will be forwarded when the channel is cleared.

FINAL REPORT

COPY

NOTED
H. G. SMITH

COPY

RECEIVED
8 1955
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
FORREST COOPER

NOTED
L. H. Young

Signed A. V. Benedict

Address P.O. Box 420, The Dalles.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

RECEIVED
OCT 1 1955
FOR FILING

5-152(1)
4273

Mrs Lewis

September 30, 1954

Glens Falls Indemnity Co.
Pacific Coast Department
6th Floor, Mills Tower
San Francisco, California

Gentlemen:

Attached is a copy of a claim filed with the Secretary of State by Soule Steel Company against Whittenburg Construction Co. and Q. L. Rufener in the sum of $4,334.37. The claim is for furnishing and installing reinforcing steel on the West Fork Hood River Bridge, which is apparently our Contract No. 4273 for bridge and other work on the Beals Corner-Dougherty Corner Section of the Woodworth Hood River County Road.

We provide this information as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

cc Whittenburg Construction Co. and
Q. L. Rufener
308 S. E. Barlow Street
Beaverton, Oregon

Jewett, Barton, Leavy & Kern
Lewis Building
Portland 4, Oregon

[illegible] ON CARD

SAN FRANCISCO
LOS ANGELES
HOUSTON
SEATTLE

TELEPHONE
BEACON 5154

SOULÉ STEEL COMPANY
STEELINE PRODUCTS
2630 N. W. ST. HELENS ROAD
PORTLAND 10, OREGON

September 28, 1955

Secretary of State
State of Oregon
Salem, Oregon

Dear Sir:

Enclosed herewith are notice and affidavit covering claim we are making in connection with reinforcing steel furnished and installed for Whittenburg Construction Company & Q. L. Rufener of Beaverton, Oregon, at the East Fork Hood River Bridge, Parkdale, Oregon, for the Oregon State Highway Commission.

Yours very truly,

SOULE' STEEL COMPANY

C. R. Reisner
District Office Manager

CRR:jd
Encl.

CC: Oregon State Highway Commission
w/encl.
Glens Falls Indemnity Company
w/encl.
N. O. Millar
w/encl.

RECEIVED
SEP 29 1955
SALEM
STATE HIGHWAY COMMISSION

REFERRED TO
BY SECRETARY

QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE. ALL SALES, CONTRACTS OR AGREEMENTS SUBJECT TO STRIKES, ACCIDENTS OR CAUSES BEYOND THE COMPANY'S CONTROL.

SAN FRANCISCO
LOS ANGELES
HOUSTON
SEATTLE

TELEPHONE
BEACON 8184

SOULÉ STEEL COMPANY
STEELINE PRODUCTS
2630 N. W. ST. HELENS ROAD
PORTLAND 10, OREGON

NOTICE

To: Secretary of State
State of Oregon
Salem, Oregon

Notice is hereby given that the undersigned, Soule' Steel Company, has a claim for the furnishing and installing of reinforcing steel to the East Fork Hood River Bridge at Parkdale, Oregon, in the sum of $4,334.37, against the bond taken from Whittenburg Construction Company & Q. L. Rufener, of Beaverton, Oregon, and Glens Falls Indemnity Company, for the Construction of the East Fork Hood River Bridge, by the Oregon State Highway Commission.

SOULE' STEEL COMPANY

By CRReisner
C. R. Reisner
District Office Manager

Dated at Portland, Oregon, this 28th day of September, 1955.

QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE. ALL SALES, CONTRACTS OR AGREEMENTS SUBJECT TO STRIKES, ACCIDENTS OR CAUSES BEYOND THE COMPANY'S CONTROL.

SAN FRANCISCO
LOS ANGELES
HOUSTON
SEATTLE

TELEPHONE
BEACON 5154

STEELINE
SS Co
PRODUCTS

SOULÉ STEEL COMPANY
STEELINE PRODUCTS
2630 N. W. ST. HELENS ROAD
PORTLAND 10, OREGON

AFFIDAVIT

State of Oregon)
) ss
County of Multnomah)

I, C. R. Reisner, District Office Manager for Soule' Steel Company, do hereby depose and say:

That Soule' Steel Company furnished and installed reinforcing steel for Whittenburg Construction Company & Q. L. Rufener, P. O. Box 4, Beaverton, Oregon, on the East Fork Hood River Bridge at Parkdale, Oregon, for the Oregon State Highway Commission, and that the balance due Soule' Steel Company for same, in the sum of $4,334.37, has not been received.

C R Reisner

Subscribed and sworn to before me this 28th day of September, 1955.

Frances Scholl
Notary Public for Oregon
My commission expires March 26, 1957.

RECEIVED
OCT 1 1955
FOR FILING

S-158(1)

4273

Files

September 30, 1955

Hon. Earl T. Newbry
Secretary of State
Salem, Oregon

Attention: Mr. M. McVay

Dear Sir:

Thank you for your letter of September 29 to which was attached three copies of a claim filed with your office by Soule Steel Company against Whittenburg Construction Co. and Q. L. Rufener in the sum of $4,334.37. The claim apparently pertains to our Contract No. 4273 and bears your file No. 3523.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Sept. 29, 1955

4273

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed as of today a notice of claim by Soule' Steel Company for furnishing and installing of reinforcing steel in the sum of $4,334.37, against the bond taken from Whittenburg Construction Company & Q. L. Rufener, Principals, and Glens Falls Indemnity Company, Surety for the Construction of the East Fork Hood River Bridge, by the Oregon State Highway Commission.

We have prepared and are enclosing three copies of the claim for your information and files. Kindly acknowledge receipt of same for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State
By M. McNeil
Clerk
Records Division

NF:M
Enc.

RECEIVED
SEP 30 1955
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
gl

SAN FRANCISCO
LOS ANGELES
SEATTLE
SPOKANE
PHOENIX
SALT LAKE CITY

TELEPHONE
BEACON 5154

SOULÉ STEEL COMPANY

2630 N. W. ST. HELENS ROAD
PORTLAND 10, OREGON

MAILING ADDRESS
P.O. BOX 9594
PORTLAND 10, OREGON

NOTICE

To: Secretary of State
State of Oregon
Salem, Oregon

Notice is hereby given that the undersigned, Soule' Steel Company, has a claim for the furnishing and installing of reinforcing steel to the East Fork Hood River Bridge at Parkdale, Oregon, in the sum of $4,334.37, against the bond taken from Whittenburg Construction Company & Q. L. Rufener, of Beaverton, Oregon, and Glens Falls Indemnity Company, for the Construction of the East Fork Hood River Bridge, by the Oregon State Highway Commission.

SOULE' STEEL COMPANY

By C R Reisner
C. R. Reisner
District Office Manager

Dated at Portland, Oregon, this 28th day of September, 1955.

File No. 3523

FILED
SEP 29 1955
EARL T. NEWBRY
SECRETARY OF STATE

NOTED ON CARD

RECEIVED
OCT 1 1955
FOR FILING

S-158 (1)

4273

Lewis

September 27, 1955

Hon. Earl T. Newbry
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Thank you for your letter of September 22 to which was attached three copies of a claim filed with your office by Tum-A-Lum Lumber Co., Hood River, in the sum of $563.73. The claim is for materials furnished Whittenburg Construction Co. and Q. L. Rufener on our Contract No. 4273, your file No. 3522.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

4273

[illegible]

Geo C Stephens

RECEIVED
SEP 26 1955
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

[illegible]

4273

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Geo O Stephens

[illegible]

RECEIVED
SEP 26 1955
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

RECEIVED
OCT 1 1955
FOR FILING

S-158(1)

4273

Lewis
6

September 27, 1955

Glens Falls Indemnity Co.
Pacific Coast Department
6th Floor, Mills Tower
San Francisco, California

Gentlemen:

Attached is a copy of a claim filed with the Secretary of State by Tum-A-Lum Lumber Co., Hood River, against Whittenburg Construction Co. and Q. L. Rufener. The claim is for materials furnished the contractor on our Contract No. 4273 for construction of a bridge, grading and oiling on the Beals Corner-Dougherty Corner Section of the Woodworth Hood River County Road. The claim is in the sum of $563.73.

We provide this information as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Whittenburg Construction Co. and
Q. L. Rufener
308 S. W. Barlow Street
Beaverton, Oregon

Jewett, Barton, Leavy & Kern
Lewis Building
Portland 4, Oregon

NOTED ON CARD

Tum-A-Lum Lumber Company
(INCORPORATED)
RETAIL LUMBER AND FUEL
PHONE 4121

Hood River, Oregon
September 21, 1955

Secretary of State
State of Oregon
Salem, Oregon

"Notice is hereby given that the undersigned Tum-A-Lum Lumber Co., has a claim for Construction materials furnished in the sum of $563.73 (Five hundred sixty three and 73/100 Dollars, against the bond taken from Whittenburg Construction Co., 308 S.W. Barlow St., Beaverton, Ore., and Glens Falls of New York, for the construction of Bridge # 7892 Contract #4273, Hood River County, Hood River, Ore.

Tum-A-Lum Lumber Co.
Geo. Wittkopf
By:
George Wittkopf
Manager

File No. 3522

FILED
SEP 22 1955

SECRETARY OF STATE
RECEIVED
SEP 22 1955
EARL T. NEWBRY

RECEIVED
SEP 20 1955
FOR FILING

September 14, 1955

Honorable Earl T. Newbry
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Gentlemen:

This is to acknowledge your letter of September 9 to which were attached three copies of a claim filed with your office by the State Unemployment Compensation Commission against Whittenburg Construction Co. & Q. L. Rufener for unpaid contributions on State Highway Contract No. 4273, your file No. 3520.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

[illegible]. 9, [illegible]

[illegible]
[illegible] Commission
[illegible], Oregon

Dear Sir:

I have received from the [illegible] Compensation Commission and [illegible], a claim for the sum of $[illegible], together with interest, against the bond taken from C. W. [illegible] and Whittemore Construction Co., Principal, and [illegible] Co., Surety, for the work of [illegible], our File No. [illegible].

I am enclosing [illegible] and [illegible]. Please acknowledge receipt of same.

Yours very truly,

EARL T. NEWBRY
Secretary of State

By Geo C Stephens
Clerk
[illegible] Division

[illegible]
Enc.

RECEIVED
SEP 13 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 20 1955
FOR FILING

[illegible]
4273

September 14, 1955

Glens Falls Indemnity Company
Pacific Coast Department
6th Floor, Mills Tower
San Francisco, California

Gentlemen:

Attached is a notice of claim filed with the Secretary of State by the State Unemployment Compensation Commission against Whittenburg Construction Company & Q. L. Rufener. The claim is in the sum of $785.27 for unpaid contributions on State Highway Contract No. 4273 for work on the Beals Corner-Dougherty Corner Section of the Woodworth Hood River County Road.

This information is furnished you as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

cc Whittenburg Construction Co. &
Q. L. Rufener
308 S. E. Barlow Street
Beaverton, Oregon

Jewett, Barton, Leavy & Kern
Lewis Building
Portland 4, Oregon

NOTED ON CARD

STATE UNEMPLOYMENT COMPENSATION COMMISSION
OREGON STATE EMPLOYMENT SERVICE
AFFILIATED WITH
UNITED STATES EMPLOYMENT SERVICE
SALEM, OREGON

FORM 22 25M 4-54

September 9, 1955

In reply refer to
RVB: 40298

Secretary of State
Capitol Building
Salem, Oregon

Re: SUCC vs. Q. L. Rufener, an individual,
and Whittenburg Construction
Co., a corporation

Dear Sir:

Enclosed please find Notice of Claim of the State Unemployment Compensation Commission. Please file the claim and notify us of the date of filing.

Thank you very much for your cooperation.

Very truly yours,

Roland V. Brown
Assistant Attorney General

RVB:va

cc - Oregon State Highway Department
Q. L. Rufener
Whittenburg Construction Co.
Jewett, Barton, Leavy & Kern, Attorneys

RECEIVED
SEP 10 1955
STATE HIGHWAY COMMISSION

COPY

NOTICE OF CLAIM

Notice is hereby given that the undersigned State Unemployment Compensation Commission has a claim for contributions due for the third and fourth quarters of 1954 and first quarter of 1955 in the sum of $785.27, together with interest on $674.02 at the rate of one-half of one per cent per month, or fraction thereof, from June 30, 1955 until paid, against the bond taken from Q. L. Rufener, an individual, and Whittenburg Construction Co., a corporation, principals, and Glens Falls Indemnity Company for the work of bridge construction for the State Highway Commission on the Beals Corner-Dougherty Corner Section of the Woodworth-Hood River County Road in the State of Oregon.

The State Unemployment Compensation Commission further gives notice that no part of the aforesaid claim has been paid.

/s/ S. Gaiser
Administrator

Subscribed and sworn to before me this 9th day of September, 1955.

/s/ Viola Keller
Notary Public for Oregon
My Commission expires April 6, 1955

I hereby certify that this is a true and correct copy of the original

Roland V. Brown
Assistant Attorney General

NOTICE OF CLAIM

Notice is hereby given that the undersigned State Unemployment Compensation Commission has a claim for contributions due for the third and fourth quarters of 1954 and first quarter of 1955 in the sum of $785.27, together with interest on $674.02 at the rate of one-half of one per cent per month, or fraction thereof, from June 30, 1955 until paid, against the bond taken from Q. L. Rufener, an individual, and Whittenburg Construction Co., a corporation, principals, and Glens Falls Indemnity Company for the work of bridge construction for the State Highway Commission on the Beals Corner-Dougherty Corner Section of the Woodworth-Hood River County Road in the State of Oregon.

The State Unemployment Compensation Commission further gives notice that no part of the aforesaid claim has been paid.

Administrator

Subscribed and sworn to before me this 8th day of September, 1955.

Viola Keller
Notary Public for Oregon
My Commission expires April 6, 1955

File No. 3520.

FILED
SEP 9 1955
EARL T. NEWBRY
SECRETARY OF STATE

RECEIVED
SEP 14 1955
FOR FILING

September 13, 1955

Request for extension of time
No. 7
September 22 and 23 meeting.

Oregon State Highway Commission

Gentlemen:

Re: [illegible] Corner–[illegible] Corner Section
Contract No. [illegible]

[illegible] Construction Co. [illegible], contractors on the [illegible] Corner–[illegible] Corner Section of the [illegible] County Road in Hood River County, have requested a second extension of time from August 31, 1955, to September 30, 1955, in which to complete the contract.

The contractors were unable to secure the necessary equipment to complete the oiling before the expiration date of the first time extension. Arrangements have now been made for this equipment, and it is expected the contractors will complete the work by September 30.

It is recommended that this extension be granted without penalty. This is a Federal Aid Secondary project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

PMS/dp
Attached

RECEIVED
SEP 9 1955
FOR FILING

[illegible]

4273

September 7, 1955

Glens Falls Indemnity Company
Pacific Coast Department
6th Floor, Mills Tower
San Francisco, California

Gentlemen:

We have received a letter from the Hood River County Court stating that Whittenburg Construction Co. & Q. L. Rufener owe them the sum of $278.00 for rental of a grader and a water wagon. This rental was furnished to the contractor in connection with his operations on Contract No. 4273 for work on the Beals Corner-Dougherty Corner Section of the Woodworth Hood River County Road.

We provide this information as your Company appears as Surety on the Performance Bond furnished for this contract.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

FAQ:fp

cc Whittenburg Construction Co. &
Q. L. Rufener
308 S. E. Barlow Street
Beaverton, Oregon

Jewett, Barton, Leavy & Kern
Lewis Building
Portland 4, Oregon

NOTED ON CARD

RECEIVED
SEP 9 1955
FOR FILING

S-158[illegible]

September 7, 1955

Hood River County Court
Hood River, Oregon

Attention: Honorable John H. Sheldrake
County Judge

Dear Sir:

Your letter of August 31, addressed to Mr. S. H. Probert, concerning an amount owed you by Whittenburg Construction Co. and Q. L. Rufener, has been referred to this office for reply.

Apparently the contract to which you refer is known to us as Contract No. 4273 for construction of a bridge, grading and oiling on the Beals Corner-Dougherty Corner Section of the Woodworth Hood River County Road. We have not yet received notice that the contract has been completed although it was supposed to be done on August 31, 1955.

The Glens Falls Indemnity Company, through Jewett, Barton, Leavy & Kern, Lewis Building, Portland 4, Oregon, furnished the bond for this contract, which bond is given to assure completion of the work and payment of all bills incurred in the contract. If you so desire, it might be well to present your claim to the bonding company. Also, if you wish to protect your claim against the bond for a period longer than six months following completion of the contract and acceptance by the Commission, you should file your claim with the Secretary of State. Attached are excerpts from the Oregon Laws outlining the procedure for preparing this filing. In the meantime, your claim will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

FAQ:fp
Enclosure

cc Mr. S. H. Probert

NOTED ON CARD

HOOD RIVER COUNTY COURT

JOHN H. SHELDRAKE, COUNTY JUDGE
HERBERT STRUCK, COUNTY COMMISSIONER
GEORGE W. KRIEG, COUNTY COMMISSIONER

HOOD RIVER, OREGON

August 31, 1955

1773

S. H. Probert, Office Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Enclosed are copies of invoices addressed to Q. L. Rufener and Whittenburg Construction Company of 308 S. E. Barlow Street, Beaverton, Oregon, dated December 20, 1954 and August 29, 1955 respectively, for rentals of Hood River County equipment furnished the above firm.

We have not received payment of these invoices, and this firm failed to complete its contract of work at Parkdale, Oregon.

Mr. Benedict, engineer at The Dalles, has advised us to send these bills to you for collection.

Yours very truly,

John H. Sheldrake
John H. Sheldrake
County Judge

JHS:di
enc.

RECEIVED
SEP 2 1955
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO [illegible]
BY SECRETARY

[illegible]

August 29 1955

Payable to: Hood River County Clerk, P.O. Box 29, Hood River, Oregon

TO WHITTENBURG CONSTRUCTION COMPANY

308 S. E. Barlow Street

Beaverton, Oregon

TERMS

10515

		Water wagon rental				
		8 days @ $10.00 per day	$ 80	00		
		s/ C. F. Chevron Roadmaster				

R. H. Baldock
State Highway Engineer

By

Forrest Cooper
Ass't. Construction Engineer

FC:AR
Enc.

cc to: W. C. Williams

RECEIVED
AUG 30 1955
OFFICE OF
STATE HIGHWAY ENGINEER

December 20 1954

Payable to:
Hood River County Clerk, P.O. Box 29, Hood River, Oregon

TO Q. L. RUFENER

308 S. E. Barlow Street

Beaverton, Oregon

TERMS

10515

		Grader rental 24 hours	$ 198	00
		s/ C. F. Chevron Roadmaster		
		Whittenburg Construction Co. & Q. L. Rufener		
		(Billed 12-21-54		
		" 2- 2-55		
		" 4- 6-55		
		" 5- 6-55		
		" 7-20-55)		

R. H. Baldock
State Highway Engineer

By

Forrest Cooper
Ass't. Construction Engineer

FC:AR
Enc.

cc to: W. C. Williams

RECEIVED
AUG 30 1955
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-120 80M REVISED 3-53

RECEIVED
SEP 1 - 1955
FOR FILING

4273

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

August 30th, 1955

Whittenburg Construction Co. and Q. L. Rufener
308 S. E. Barlow Street
Beaverton, Oregon

NOTED
W. C. WILLIAMS

Gentlemen:

I hand to you herewith price agreement which reflects settlement made by R. H. Baldock, Chief Engineer, Oregon State Highway Commission, on Contract #4273, Beals Corner-Dougherty Corner Section of the Woodworth County Road in Hood River County.

Will you please sign this agreement as contractor and return it to this office for further processing. Acceptance of this price agrement covers any and all claims that the Whittenburg Construction Co. and Q. L. Rufener might have against the State Highway Commission on this project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:AR
Enc.

cc to: W. C. Williams

RECEIVED
AUG 30 1955
OFFICE OF
[illegible]

CEIVED
SEP 1 - 1955
OR FILING

4213

Salem, Oregon
August 29th, 1955

Mr. Forrest Cooper

Mr. Baldock has settled the claim with Whittenburg and Rufener on the basis of payment of $6,772.70 for the extra cost of the borrow excavation which has been in controversy.

The arithmetic goes as follows:

We conceded that the total cost of the excavation was $22,515.13. From this is deducted $1,793.70, which is the equivalent of 75¢ per yard for the 2,391.1 cubic yards of roadbed excavation. This then results in the cost of $20,721.63 on the basis of 10,427.5 total yards of borrow. The resulting price is $1.99 per cubic yard. Deducting from this the 75¢ bid price results in extra payment of $1.24 per yard x 5,718.8 cubic yards, which is $7,091.31 to be paid the Company.

Work this out on a Price Agreement, submit it to the contractors for their signature (which they have agreed to immediately accept), and we will close the books on this irritating affair.

W. C. Williams

A-169—4M—6-49

OREGON STATE HIGHWAY DEPARTMENT

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Date August 29th, 1955

Project Name Beals Corner-Dougherty Corner
Contract No. 4273

Highway Woodworth County Road
Prefix 514-1033

County Hood River
F. A. Project No. S-158(1)

Contractor Whittenburg Construction Co. and G. L. Hufener
Price Agreement No. 2

Address 306 S. E. Barlow St., Beaverton, Oregon

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Adjustment of excavation price (borrow) to compensate for change in quantities and character of work.

Locations by station numbers:

10+00 - 22+00

Names of pay items, estimated quantities and agreed prices:

Adjustment of borrow excavation price from $0.75 to $1.99 (difference of $1.24), on overrun of 5,718.8 cu. yd. - $7,091.31.

Specifications, basis of measurement and other provisions:

All items except price shall be in accordance with Contract #4273 and "Standard Specifications for Highway Construction" issue of May 1st, 1954.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$ 61,251.75
Present estimate of project cost, including $ ~~7,091.31~~ for work under this order	$ 68,032.74
Expected under-run / over-run (amount)	$ 7,091.31
Expected under-run / over-run (per cent)	$ 11.64

Space to right of this line is for use of Salem Office

Signed: W. R. Whittenburg
Contractor

Signed: R. L. Hufener

Submitted by: .... Resident Engineer

Approval Recommended: .... Division Engineer

Approval Recommended: ASSISTANT Construction ~~Bridge~~ Engineer

Approved: .... State Highway Engineer

State Printing Dept. 31831

RECEIVED
AUG 23

FOR FILING

5-158 (11

4273

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

August 22, 1955

Whittenburg Construction Co. &
[illegible]. L. Rufener
308 S. W. Barlow St.
Beaverton, Oregon

Gentlemen:

The State Highway Commission at its meeting held on August 11 had under discussion your request for an extension of time from July 31 to August 31, 1955 within which to complete your contract No. 4273 covering Beals Corner-Dougherty Corner Section of Woodsworth County Road in Hood River County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dean Swift,
~~[illegible] Chandler,~~
Division Engineer

A. V. Benedict,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
AUG 13 1955
FOR FILING

$ 138[illegible]
4[illegible]7[illegible]

August 16, 1955

Glens Falls Indemnity Co.
Pacific Coast Department
6th Floor, Mills Tower
San Francisco, California

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by Wamic Lumber Company against Whittenburg Construction Co. and Q. L. Rufener. The claim is in the sum of $1,383.54 for equipment rental and labor furnished on our contract No. 4273 for work on the Beals Corner-Dougherty Corner Section of the Woodworth County Road in Hood River County.

This information is provided as your Company appears as Surety on the Performance Bond furnished for this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

cc Whittenburg Construction Co. &
Q. L. Rufener
308 S. E. Barlow Street
Beaverton, Oregon

Jewett, Barton, Leavy & Kern
Lewis Building
Portland 4, Oregon

NOTED ON CARD

WAMIC LUMBER CO. THE DALLES, OREGON

August 8, 1955

"To the Secretary of State of Oregon:

"Notice hereby is given that the undersigned Wamic Lumber Company has a claim for rental and labor of dump trucks and rental and labor of shovel in the sum of $1333.54 dollars against the bond taken from Whittenburg Construction Company and Q. L. Rufener on State Highway Contract No. 4273 for the work of construction of a bridge and grading the Beals Corner-Dougherty Corner - Section of the Woodworth Hood River County Road.

WAMIC LUMBER COMPANY
R. A. Capps

SECRETARY OF STATE
RECEIVED
AUG 10 1955
EARL T. NEWBRY

File No. 3516

FILED
AUG 10 1955
EARL T. NEWBRY
SECRETARY OF STATE

[illegible] 1

RECEIVED
AUG 18 1955
FOR FILING

S 15861
4273

August 16, 1955

Hon. Earl T. Newbry
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Thank you for your letter of August 12 to which was attached three copies of a claim filed with your office by Wamic Lumber Company against Whittenburg Construction Co. & Q. L. Rufener on State Highway Contract No. 4273, your file No. 3516. The claim is in the sum of $1,383.54.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD
gl

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Aug. [illegible], 1955

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed as of August 10th, a notice of claim by [illegible] Lumber Company for rental and labor of dump trucks and shovel for work on State Highway Contract No. 4273, our file No. 3516.

We are enclosing three copies for your information and files. Kindly acknowledge receipt of same for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By Geo. C. Stephens
Clerk
Records Division

NF:M
Enc.

RECEIVED
AUG 15 1955
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

1

RECEIVED
AUG 9 - 1955
FOR FILING

158 (1)
[illegible]

[illegible]

[illegible]

[illegible] [illegible]

[illegible]

[illegible]
[illegible]

[illegible] Construction Company and [illegible], contractors on the [illegible] section of the [illegible], have requested an extension of time from [illegible] to [illegible], in which to complete the contract.

[illegible] items of work with the exception of placing the oil mat wearing surface were completed by the specified completion date. Inclement weather and unavailability of oiling equipment delayed the placing of the oil mat wearing surface. This work will be done during the first part of [illegible].

It is recommended that this extension be granted without penalty. This is a federal aid secondary project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

[illegible]
[illegible] Engineer

[illegible]

PMS:aa

RECEIVED
AUG 5 - 1955
FOR FILING

3-12-[illegible]
4273

REFERRED BY SECRETARY

[illegible]
usual claim to [illegible] etc
[illegible] already into files

Mrs Lewis
note on card

Files B

August 3, 1955

Wamic Lumber Co.
1005 West 6th Street
The Dalles, Oregon

Attention: Mr. R. A. Copper

Gentlemen:

We are in receipt of a notice of claim addressed to the State Highway Department against Whittenburg Construction Co. & Q. L. Rufener in the sum of $1,383.54, our Contract No. 4273. In view of the fact that we wrote to you in June concerning this claim and advised that it be filed with the Secretary of State, we believe that the claim we now have was intended to be filed with the Secretary of State inasmuch as it was mailed to that office but they have returned it to us, due, we presume, to the salutation at the head of the claim.

To prevent any further confusion in the matter, may be suggest that the claim be sent in the form in which you have prepared it, addressed to the Secretary of State instead of to the State Highway Department of Oregon. They then will notify us and it will be entered in the proper records.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

NOTED ON CARD

WAMIC LUMBER CO.

25 W. 6th St.
THE DALLES, OREGON

August 1, 1955

4773

"To the State Highway Department of Oregon:

"Notice hereby is given that the undersigned Wamic Lumber Company has a claim for rental and labor of dump trucks and rental and labor of shovel in the sum of $1383.54 dollars against the bond taken from Whittenburg Construction Company and Q. L. Rufener for the work of construction of a bridge and grading the Beals Corner—Dougherty Corner - Section of the Woodworth Hood ?River County Road.

WAMIC LUMBER COMPANY
R. A. Copper

REFERRED TO [illegible]
BY SECRETARY

NOTED ON CARD

RECEIVED
AUG 3 1955
OREGON
STATE HIGHWAY COMMISSION

6.

RECEIVED
AUG 1 - 1955
FOR FILING

5-15-(1)

July 29, 1955

Mr. R. L. Metcalf
Claims Manager Glens Falls Indemnity Company
225 S. W. Fourth Street
Portland, Oregon

Dear Mr. Metcalf:

In your letter of July 26 you inquire as to the latest status of the claim of Whittenburg Construction Co. and Q. L. Rufener against the State Highway Commission arising out of State Highway Contract No. 4273 for construction of the Beals Corner-Dougherty Corner, Section of the Woodworth County Road in Hood River County.

The contractor appeared before the State Highway Commission at its meeting on May 26 concerning this matter and was told that the claim would be given fair consideration by the Engineer. He was told to consult with the Engineer in his office in Salem. It is my understanding that the contractor did discuss the matter with the Engineer in Salem but that a satisfactory agreement could not be reached at that time. He asked for another conference but as yet that has not been held. It appears therefore that the matter is still in status quo.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:ig

PORTLAND SERVICE OFFICE
225 S. W. 4TH STREET
TELEPHONE ATWATER 7344

R. L. METCALF
CLAIM MANAGER

Glens Falls

GLENS FALLS INSURANCE COMPANY
GLENS FALLS INDEMNITY COMPANY
COMMERCE INSURANCE COMPANY
Glens Falls, New York

PACIFIC COAST DEPARTMENT
6TH FLOOR MILLS TOWER
SAN FRANCISCO 4, CALIFORNIA

R. H. GRIFFITH, VICE-PRESIDENT
JOHN L. SERGEANT, SECRETARY
PACIFIC COAST DEPARTMENT

PORTLAND, OREGON

July 26, 1955

[illegible]

Oregon State Highway Department
Salem,
Oregon

Attention: H. B. Glaisyer

Re: Bond 691390 - Whittenburg Construction Co. and Q. L. Rufener; Oregon State Highway Commission
Contract No. 4273 - Beals Corner-Dougherty Corner, Section of the Woodworth-Hood River County Road

Gentlemen:

Having taken over this file I note there is correspondence from your office.

We understood there was to be a meeting on May 27th in connection with this claim between the State Highway Commission and the principal on our bond.

Could you kindly give me the latest status as to what transpired.

Very truly yours,

R. L. Metcalf
R. L. METCALF
CLAIMS MANAGER

RLM : jf

ANSWERED
H. B. GLAISYER

RECEIVED
JUL 27 1955
OREGON
STATE HIGHWAY COMMISSION

Lewis

RECEIVED
JUL 28 1955
FOR FILING

Salem, Oregon
July 27, 1955

note on card

Mr. C. W. Enfield

Attached is a Notice of Garnishment served in this office at 9:00 a.m., July 27, 1955, by the Marion County Sheriff, in behalf of the State Unemployment Compensation Commission against Q. ~~F~~. (L.) Rufener and Whittenburg Construction Co. The garnishment is in the amount of $760.59.

Whittenburg Construction Company and Q. L. Rufener have funds due them in connection with our Contract No. 4273 for construction of a bridge, grading and oiling work on the Beals Corner-Dougherty Corner Section of the Woodworth Hood River County Road.

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

cc Mr. C. H. Maison

NOTED ON CARD
H

RECEIVED
AUG 17 1955
FOR FILING

FORM 830—30M—10-54—78488

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 18, 1955

SUBJECT:

To:

Mr. W. C. Williams
Deputy State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

I had another short session with Whittenberg and Reufner today re their claim on the Hood River County job. They refused to discuss anything less than the $8,900.00, as stated in their letter. Therefore, we were unable to work out an agreement.

As I have always believed that settlements should be substantiated by facts I am unable in this case to work out anything above $5,400 + within the framework of the contract, I told them that that was the best I could do.

They have requested an appointment with Mr. Baldock stating that they wish to discuss the matter with him personally. I told them that I would call it to your attention and assumed that you would arrange an interview.

I suggest that a conference be held before the interview to discuss the matter.

Very truly yours,

Forrest Cooper

Forrest Cooper
Ass't. Construction Engineer

FC:dt

RECEIVED
JUL 19 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 7 - 1955
FOR FILING

S-159 (1)
4273

July 6, 1955

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower, 6th Floor
San Francisco, California

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by L. Winans, Hood River, against Whittenburg Construction Company & Q. L. Rufener in the sum of $621.00. The claim is for road-grader service and labor furnished on the Beals Corner-Dougherty Corner Section of the Woodworth Hood River County Road and bears our contract No. 4273.

We provide this information as your company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

cc Whittenburg Construction Co. &
Q. L. Rufener
308 S. E. Barlow Street
Beaverton, Oregon

Jewett, Barton, Leavy & Kern
Lewis Building
Portland 4, Oregon

NOTED ON CARD

Wins

RECEIVED
JUL 7 - 1955
FOR FILING

[illegible]
4273

July 6, 1955

Hon. Earl T. Newbry
Secretary of State
Salem, Oregon

Dear Sir:

This is to acknowledge your letter of July 5 to which was attached three copies of a claim filed with your office by L. Winans against Whittenburg Construction Co. & Q. L. Rufener in the sum of $621.00 for service and labor furnished on our Contract No. 4273, your file No. 3512.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

July 5, 1955

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed today a notice of claim by L. Winans, for road grader service in the sum of $621.00, against the bond taken from Whittenburg Construction Company and Q. L. Rufener, Principal, and Glens Falls Indemnity Company, Surety, for performance of Oregon State Highway Commission Contract No. 4273, for work furnished on the Beals Corner-Dougherty Corner Section of the Woodworth-Hood River County Road, our file No. 3512.

We are enclosing three copies of the claim for your information and files and also a copy of Mr. Winans' letter in which he requests a copy of the contract and performance bond.

Kindly acknowledge receipt of same for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By Geo C Stephens
Clerk
Records Division

NF:M
Enc.

NOTED ON CARD

RECEIVED
JUL 6 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 7 - 1955
FOR FILING

S-1280
4273

Files

July 6, 1955

Mr. L. Winans
RFD No. 2, Box 217
Hood River, Oregon

Dear Sir:

Your letter of July 2, addressed to the Secretary of State, requesting a certified copy of Contract No. 4273 has been forwarded to this office. As requested, we are forwarding by separate mail a certified copy of Contract No. 4273, which was awarded to Whittenburg Construction Company & Q. L. Rufener.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

Hood River, Oregon.
RFD. No. 2, Box 217,

July 2, 1955.

Honorable Earl T. Newbry,
Secretary of State,
Salem, Oregon.

Dear Mr. Newbry:

Enclosed herewith please find Notice of work performed by the undersigned for Whittenburg Construction Company and Q.L. Rufener under their contract No. 4273 with Oregon State Highway Commission, no part of which has been paid to date.

Application is herewith made for a certified copy of above numbered contract together with like copy of the Performance Bond of the Glens Falls Indemnity Company covering same.

Yours very truly,

L Winans

L. Winans,
RFD. No. 2, Box 217,
Hood River, Oregon.

SECRETARY OF STATE
RECEIVED
JUL 5 1955
EARL T. NEWBRY

Hood River, Oregon.
RFD. No. 2, Box 217,

July 2, 1955.

Honorable Earl T. Newbry,
Secretary of State,
Salem, Oregon.

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L Winans

L. Winans,
RFD. No. 2, Box 217,
Hood River, Oregon.

SECRETARY OF STATE
RECEIVED
JUL 5 1955
EARL T. NEWBRY

RECEIVED
JUN 21 1955
FOR FILING

2

June 20, 1955

Wamic Lumber Company
The Dalles
Oregon

Gentlemen:

This is to acknowledge your letter of June 16th addressed to Mr. P. M. Stephenson and referred to this office for reply.

Apparently the claim that you mentioned in the amount of $1,356.41 against the Whittenburg Construction Company & Q. L. Rufener is the same claim concerning which you wrote on February 8th.

This contract is known as #4273 for construction of a bridge, grading and oiling on the Beals Corner-Dougherty Corner Section of the Woodworth County Road in Hood River County. It is expected that the job will be completed by July 31, 1955.

The Glens Falls Indemnity Company through Jewett, Barton, Leavy & Kern, Lewis Building, Portland 4, furnished the performance bond for this contract, which bond assures completion of the contract and payment of all bills incurred in it. We suggest that you contact the surety regarding your claim and also, that you file your claim with the Secretary of State if you feel that such action is necessary to protect your claim against the bond for a period longer than six months following completion of the contract and acceptance by the Commission.

In the meantime, we will advise the surety and the contractor that your letter has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc

NOTED ON CARD
gl

WAMIC LUMBER CO. THE DALLES, OREGON

June 16, 1955

4273

State Highway Department
P. M Stephenson, Bridge Engineer
Salem, Oregon

Dear Sir:

We still have not received our money from Whittenberg Construction Company for work we did last November on the bridge between Dee and Mt. Hood. Their balance due is $1356.41.

In the letter we received from you dated February 14, you thought their contract would not be completed until some time in July. We do not want Whittenberg paid off before we get our money.

Will you please advise us as to what we should do to get our money as soon as possible.

Yours truly,

WAMIC LUMBER COMPANY

R. A. Copper
R. A. Copper

RECEIVED
JUN 17 1955
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

RECEIVED
JUN 17 1955
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

Lewis

RECEIVED
JUN 21 1955
FOR FILING

June 20, 1955

Glens Falls Indemnity Company
Pacific Coast Department
Mills Tower
San Francisco 4, California

Gentlemen:

We have a letter from the Wamic Lumber Company in The Dalles stating that they have not as yet received a balance due them in the sum of $1,356.41 for materials furnished to the Whittenburg Construction Company & Q. L. Rufener on contract #4273 for work on the Beals Corner-Dougherty Corner Section of the Woodworth County Road in Hood River County.

It appears that this claim in the amount of $1,356.41 is substantially the same claim as the one concerning which we wrote to you on February 8th, in the amount of $1,325.90.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:ds

cc: Glens Falls Indemnity Company
Jewett, Barton, Leavy & Kern
Lewis Bldg.,
Portland 4, Oregon

cc: Whittenburg Construction Company &
Q. L. Rufener
308 SE Barlow Street
Beaverton, Oregon

NOTED ON CARD

J.F.

6

File

RECEIVED
JUN 14 1955
FOR FILING

S-158 (1)
4273

Salem, Oregon
June 13, 1955

Mr. C. W. Enfield

Attached is a Notice of Garnishment and a Writ of Attachment served in this office at 3:55 p.m. on June 10, 1955. These papers are in behalf of the State Unemployment Compensation Commission against Q. L. Rufener and Whittenburg Construction Co. who were awarded Contract No. 4273 for work on the Beals Corner-Dougherty Corner Section. Final payment has not yet been made on this contract. This writ is in the sum of $674.02 plus $19.17,interest, and $67.40, penalty.

Assistant Secretary

FAQ:fp
Enclosures

cc Mr. C. H. Maison

NOTED ON CARD

RECEIVED
JUN 8 1955
FOR FILING

June 7, 1955

Glens Falls Indemnity Co.
Pacific Coast Department
Sixth Floor, Mills Tower
San Francisco, California

Gentlemen:

A letter has been received from the Goodat Crane Service, 1735 S. E. Union at Mill, Portland 14, stating that Whittenburg Construction Co. owes them $200.00 as rental on a roller used near The Dalles. Apparently the project to which they refer is our Contract No. 4273, awarded to Whittenburg Construction Co. and Q. L. Rufener for bridge and other work on the Beals Corner-Dougherty Corner Section of the Woodworth County Road in Hood River County.

We provide this information as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Whittenburg Construction Co. and
Q. L. Rufener
308 S. E. Barlow Street
Beaverton, Oregon

Jewett, Barton, Leavy & Kern
Lewis Building
Portland 4, Oregon

NOTED ON CARD

RECEIVED
JUN 8 1955
FOR FILING

Lewis

June 7, 1955

Goodat Crane Service
1735 S. E. Union at Mill
Portland 14, Oregon

Attention: Mr. Beryl Taylor

Gentlemen:

This is in reply to your letter of June 2 in which you state that Whittenburg Construction Co. owes you $200.00 for the use of a roller near The Dalles.

Apparently your claim pertains to our Contract No. 4273 awarded to Whittenburg Construction Co. & Q. L. Rufener, 308 S. E. Barlow Street,Beaverton. The contract is scheduled for completion by July 31, 1955. A settlement is being arranged with the contractor covering payment for extra amount of material placed in the bridge approach.

If you feel that it is necessary to protect your claim against the bond for a period longer than six months following completion of the contract and acceptance by the Commission, your claim should be filed with the Secretary of State. We have attached excerpts from the Oregon Laws outlining the procedure for this filing.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

NOTED ON CARD

CRANES & — TRUCKS
GOODAT
CRANE SERVICE

1735 S. E. UNION AVENUE AT MILL
ALL KINDS OF HOISTING AND EXCAVATING

PORTLAND 14, OREGON
RENTAL OR CONTRACT
— TELEPHONES —
VErmont 5161 - 5127 Shop TAbor 4691

Truck Cranes — 28 to 130 ft. Booms
Hauling • Dragline • Compressors
Buldozers • Clamshells • Trench Hoe
Lincoln Electric Welder
STEEL BUILDINGS ERECTED

4273

June 2, 1955

Oregon State Highway Commission
Salem, Ore.

Gentlemen:

During the month of December 1954, we rented a roller to the Whittenberg Construction Co., for use at the Dalles, Ore. We have not yet been paid the $200.00 rental due us on the roller and are now unable to reach anyone connected with the company, even to inquire about the possibility of payment.

We are advising your office of this fact because we were at one time advised that the reason for non-payment was a question regarding the amount due from the highway department, which indicated to us that it was a State Highway Dept. project. We have no idea who the prime contractor was, but do not believe they were working directly for your department.

Any help you may be able to give, with respect to the project, the prime contractor, or a bonding company, will be very much appreciated.

Yours very truly,

GOODAT CRANE SERVICE

By Deryl Taylor

c.c. Secretary of State
c.c. Whittenberg Const. Co.

REFERRED TO
BY SECRETARY

NOTED ON CARD

RECEIVED
JUN 3 1955
OREGON
STATE HIGHWAY COMMISSION

ECEIVED
JUL 19 1955
FOR FILING
[illegible]

STATE HIGHWAY COMMISSION MEETING

egation Whittenburg Constr.Co. & Q. L. Rufener re claim for additional compensation on Beals Corner-Dougherty Corner Sec.

te May 26, 1955

me 11:15 a.m.

Name	City or Town	Capacity
W. R. Whittenburg (spokesman)	Beaverton	Contractor
Mr. Q. L. Rufener	"	"

AGENDA
MAY 26 1955
D

April 20, 1955

Whittenburg Construction Co. &
G. L. Rufener
1826 S. W. Marlow Street
Beaverton, Oregon

Gentlemen:

This note is simply to confirm the appointment that I made for you a few moments ago through our Assistant Construction Engineer, Mr. Forrest Cooper, to discuss with the State Highway Commission at its next meeting your claim for additional compensation arising out of your contract with the Highway Commission, No. 4471, for grading, oiling, and bridge construction on the Beals Corner-Dougherty Corner section of the Woodworth County Road in Hood River County.

The next regular meeting of the Highway Commission is scheduled to be held in Portland on Wednesday and Thursday, May 25 and 26. Delegations will be heard on the second day, Friday, May 26, on which day I have reserved for your convenience 15 minutes of time, starting at 11:15 a.m. This meeting of the Commission will be held as usual in the Green Room on the first floor of the Imperial Hotel, Broadway at Stark Street, Portland.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

cc: Commissioners
R. H. Baldock
Forrest Cooper

11:15 AM
May 26, 55
D

D

~~[illegible]~~
2-3-2

[illegible] & [illegible]
Port[illegible]

~~30[illegible]~~
1826 SW [illegible]

[illegible]

[illegible]

on contract [illegible]

OMMISSION

o permit us to present
sation arising out of
3, for grading, oil-
ner - Dougherty Corner
River County.
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s were verbally
as changed, thereby

pots, and fill in with

in the borrow pit was

WHITTENBURG CONSTRUCTION CO.
and Q. L. RUFENER,
a joint venture.

STATEMENT TO OREGON STATE HIGHWAY COMMISSION

Gentlemen:

The Commission has been good enough to permit us to present the basis for our claim for additional compensation arising out of contract with the Highway Commission, No. 4273, for grading, oiling, and bridge construction on the Beals Corner - Dougherty Corner section of the Woodworth County Road in Hood River County.

It is our position that we have been treated in an unfair manner on this contract, and by reason thereof we stand to suffer a very considerable loss, through no fault whatsoever of our own.

Firstly, during the progress of the work, numerous and radical changes and deviations from the plans were ordered in the field by the resident engineer. These changes were verbally required. Alignment and grade on road work was changed, thereby trebling the amount of excavation required.

We were compelled to dig out swampy spots, and fill in with material from the borrow pit.

When we discovered that the material in the borrow pit was cementized glacial deposit and boulder-ridden areas of extreme difficulty to move, we requested the authority to utilize an alternate borrow pit, which request was refused, - and we feel arbitrarily refused.

The plans and specifications were changed by the resident engineer out of all reason, when viewed in comparison with the original undertaking contemplated.

It is not our intention to assert that we should not be held to our estimated figure on the first 3454 cubic yards borrow excavation as shown on the plans, but we do earnestly assert that gross inequity would result if the State Highway Commission should refuse adequate compensation to us for the work in the borrow pit as required to the extent of approximately three hundred per cent of that initially contemplated, all of which work entailed special methods of handling and the use of special tools and equipment.

Exhibit "A"

Beale Corner – Dougherty Corner
Woodworth County Road
Hood River County
Contract No. 4273
Whittenberg Construction Co. and Q.L. Rufener
statement to State of Oregon, State Highway Department
General Excavation Costs.

OVERHEAD:			
Transportation		$ 426.64	
Payroll Tax		661.12	
Employees Health and Welfare		70.24	
Public Protection signs, barricades etc.		140.00	
Telephone, Telegrams etc		156.00	
Bond		277.00	
Miscellaneous overhead		403.97	
Tum A Lum Lumber Co. stakes		2.40	
Premium on Insurance		74.19	
Total		$ 2191.56	$ 2191.56
LABOR:			
Supervision	Q. L. Rufener, ~~Superintendent~~	$ 1440.00	
	G. A. Baty, ~~Foreman~~	1050.00	
	Secretary, Book keeper	490.00	
Direct Labor		2518.05	
Total		$ 5498.05	$ 5498.05
GAS, OIL, GREASE:			
Standard Oil Co.		$ 1553.57	
Total			$ 1553.57

EQUIPMENT RENTAL:

C. Fraley and Son	5 c.y. Dump truck 79 hrs @ $6.00	$ 474.00	Fully operated.
Paul Winans	D4 Loader 55½ hrs @ $12.00	666.00	" "
E Holmes	7 c.y. Dump truck 35½ hrs @ $7.70	273.35	" "
A. Gustafson	7 c.y. Dump truck 54 hrs. @ $7.70	415.80	" "
Mike Skumlien	7 c.y. Dumptruck 24 hrs. @ $7.70	184.80	" "
Geo. McKown	6 c.y. Dumptruck 1½ hrs. @ $6.60	9.90	" "
Wamic Lumber Co.	6 c.y. Dumptruck 208 hrs. @ $6.60	1372.80	" "
Wm. Harms	6 c.y. Dump truck 8 hrs @ $6.60	52.80	" "
Asa Knowles	5 c.y. Dump truck 80½ hrs. @ $5.50	442.75	" "
Chet Gredvig	10 c.y. Dump truck 14½ hrs. @ $11.10	160.95	" "
Kelley Constr. Co.	D-8 210 hrs @ $18.00	3780.00	" "
Hood River Co.	Grader 24½ hrs @ $8.00	196.00	Rental Only
Geo. Ellis	D-8 80½ hrs. @ $15.00	1207.50	" "

Wurttemberg Coach Co.	½ ton pickup truck rental 4½ months	$450.00	rental only
Q. L. Rufener	Car rental 1 month	75.00	" "
Q. L. Rufener	¾ c.y. shovel with dragline 233 hrs. @$9.00	2097.00	" "
Q. L. Rufener	H.3-7 295½ hrs. @$7.00	2068.50	" "
Walt Goodat	Roller	200.00	" "
H. W. English	Equipment Moving	29.51	
		$14,142.51	
Total			$14,142.51

SUB-TOTAL OF ABOVE ITEMS:	$23,385.69
PLUS 10% HANDLING	2,338.57
GRAND TOTAL	$25,724.26
Received to date from engineers estimate	9,325.00
BALANCE.	$16,399.26

RECEIVED
JUL 25 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 20th, 1955

SUBJECT: Beals Corner-Dougherty Corner
Contract No. 4273
Whittenberg & Rufener, Contractors

To: Mr. H. G. Smith
Construction Engineer
Office

Attention: Forrest Cooper

Dear Sir:

Reference is made to letter of May 4th, 1955, from Mr. Q. L. Rufener with regard to a claim submitted by Whittenberg & Rufener, contractors for work performed on the Beals Corner-Dougherty Corner project, Contract No. 4273, Hood River County.

Mr. Rufener presents as a total cost for general excavation $24,958.83. The review made by the Cost Analyst Section of the records in Mr. Whittenberg's office indicates the total cost was $23,385.69.

Mr. Rufener assumes the roadbed excavation cost $0.75 per cu. yd., their bid price, and places all other costs on borrow which would then show their costs to be $2.22 per cu. yd. for borrow excavation.

We were unable to separate the cost of general excavation from borrow excavation from the records in Mr. Whittenberg's office.

Mr. Rufener submits a figure of $8,939.29 as the cost to the contractor for the extra cost for borrow overrun which I do not believe they can substantiate from their cost records.

I am enclosing herewith a cost statement using Mr. Whittenberg's cost records as a basis in computing the borrow overrun costs on the job.

This statement indicates the cost using Whittenberg's records, also the cost on a force account basis.

Very truly yours,

Oscar Cutler

Oscar Cutler
Chief Cost Analyst

Enc.

BEALS CORNER-DOUGHERTY CORNER
WOODWORTH COUNTY ROAD
HOOD RIVER COUNTY
CONTRACT NO. 4273
WHITTENBERG & Q. L. RUFENER, CONTRACTORS

General Excavation Costs From Whittenberg Construction Co. and Q. L. Rufener Records

Overhead	$ 2,191.56
Supervision	2,980.00
Direct Labor	2,518.05
Gas, Oil & Grease	1,553.57
Equipment Rental (Fully operated)	7,833.15
Equipment Rental (Rental only)	6,309.36
Total	$23,385.69
Less Overhaul	870.56
	$22,515.13

General Excavation Costs on Force Account Basis Using Associated General Contractor's Agreement Rates for Equipment Rental Applied to Equipment Used by Contractor

Direct Labor	$ 699.52	
Supervision	2,980.00	
Labor Insurance (6.8%)	250.21	
	$ 3,929.73	
Plus 15%	589.46	
		$ 4,519.19
Equipment Rental	$15,114.17	
Plus 5%	755.71	
		$15,869.88
Total Cost Excavation, Borrow & Short Overhaul		$20,389.07
Less Overhaul		870.56
		$19,518.51

(See next page)

Total Excavation Including Borrow
12,818.6 Cu. Yds.
$22,515.13 ÷ 12,818.6 cu. yds. = $ 1.757 per cu. yd.
Borrow Excavation 10,427.5 cu. yds.
Less Profile Quantities
& Cu. Yds. in Roadbed
Stas. 18 to 20 Borrow Exc. 4,708.7 cu. yds.
Borrow Overrun 5,718.8 cu. yds.
5,718.8 Cu. Yd. x $1.757 cost per cu. yds. = $10,047.93
Contractor to be paid $0.75 per cu. yd. bid price
$1.757 - $0.75 = $1.007
5,718.8 cu. yds. x $1.007 = $5,758.83
Overrun on Borrow Excavation
Contractors Cost $5,758.83

Total Excavation Including Borrow
12,818.6 Cu. Yds.
$19,518.51 ÷ 12,818.6 cu. yds. = $1.523 per cu. yd.
Borrow Excavation 10,427.5 cu. yds.
Less Profile Quantities
& Cu. Yds. in Roadbed
Stas. 18 to 20 4,708.7 cu. yds.
Borrow Overrun 5,718.8 cu. yds.
5,718.8 Cu. Yd. x $1.523 cost per cu. yds. = $8,709.73
Contractor to be paid $0.75 per cu. yd. bid price
$1.523 - $0.75 = $0.773
5,718.8 cu. yds. x $0.773 = $4,420.63
Overrun on Borrow Excavation
Force Account Basis $4,420.63

Oscar Cutler

Oscar Cutler
Chief Cost Analyst

5/17/55

RECEIVED
MAY 18 1955
FOR FILING

[illegible]
[illegible]

[illegible]

May 17, 1955

Glens Falls Indemnity Company
Pacific Coast Department
6th Floor Mills Tower
San Francisco 4, California

Attention: Mr. F. E. Van Dorn, Supervisor
Fidelity and Surety Claims

Gentlemen:

In your letter of May 16, 1955, which was received in today's mail, you request that no further payments be made to Wittenburg Construction Company and O. L. Rufener in connection with State Highway Contract 4273 for construction of the Beals Corner-Dougherty Corner Section of the Woodworth-Hood River County Road until released by you.

We shall be guided by your directions and our Auditor is being advised accordingly today.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: C. H. Maison (2)

REFERRED TO Guerry — mrs Lewis's
BY SECRETARY
note & record on card

NOTED ON CARD
J

J. H. BRAY
SUPERINTENDENT OF CLAIMS

Glens Falls

GLENS FALLS INSURANCE COMPANY
GLENS FALLS INDEMNITY COMPANY
COMMERCE INSURANCE COMPANY
Glens Falls, New York

PACIFIC COAST DEPARTMENT
6TH FLOOR MILLS TOWER
SAN FRANCISCO 4, CALIFORNIA

R. H. GRIFFITH, VICE-PRESIDENT
JOHN L. SERGEANT, SECRETARY
PACIFIC COAST DEPARTMENT

SAN FRANCISCO 4, CALIFORNIA
May 16, 1955.

Oregon State Highway Department
Salem,
Oregon

Attention - H. B. Glaisyer, Secretary ✓

Re: Bond 691390 - Whittenburg Construction Co. and Q. L. Hufener
Oregon State Highway Commission
Contract No. 4273 - Beals Corner-Dougherty Corner
Section of the Woodworth-Hood River County Road

Gentlemen:

Thank you for your letter of May 9, 1955 advising us that L. Winans, RFD No. 2, Box 217, Hood River, Oregon, has filed a notice with you for an unpaid balance of $621.00 for road grader services performed for the above joint venture in connection with the contract indicated.

Additional information has also come to our attention very recently indicating that there are other outstanding bills against this contract. Therefore, until we have had an opportunity to investigate this contract and ascertain what bills may be owed in connection therewith by the joint venture, we ask that no further payments be made by the State of Oregon to the contractor.

We hope to have more definite information in connection with this matter shortly and at that time will be in touch with you further.

Yours very truly,

F. E. Van Dorn
F. E. Van Dorn, Supervisor
Fidelity and Surety Claims.

FEVD-AW.

CC - A. E. McQuade

RECEIVED
MAY 17 1955
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGED
H. B. GLAISYER

NOTED ON CARD

RECEIVED
MAY 16 1955
FOR FILING

5-15 x (1)
4273

May 16, 1955

Oregon State Highway Commission

Gentlemen:

At the next meeting of the Highway Commission the contracting firm of Whittenburg and Hafener will appear before you relative to a claim it has submitted on Contract No. 4273, Beals Corner-Dougherty Corner Section of Woodworth County Road in Hood River County, which is a federal-aid county road project.

In order that you may have facts as they appear to us in relation to this matter, I give you the following information:

In constructing the project there was a specified borrow amount of 3,454 cubic yards, as per profile quantities. Due to the low grade line across a swampy area, it was found necessary to raise the grade elevation. In so doing, the quantity of borrow materials excavated over and beyond excavation quantities amounted to 9,172.8 cubic yards, which was an increase of 5,718.8 cubic yards over the 3,454 cubic yards specified in the plans.

The contractor lost money on this project, as it cost him materially more to perform the excavation work than his bid price. He submitted a claim in a total amount of approximately $16,000, but this claim contained so many items not pertinent to the point at issue that it could not be considered in the form presented. We did, however, start a complete investigation, and we determined, from inspection of the contractor's books, the actual cost of handling the borrow material. This cost, based upon Associated General Contractors' rental prices was determined to be $1.523 per cubic yard. The contractor's bid price was $0.75. On this basis we agreed to recommend a settlement, based on the difference of the contractor's $0.75 price and the actual cost price, which amounts to $0.773, this price, of course, to apply only to the amount of the borrow overrun of 5,718.8 cubic yards, which results in a total amount of $4,420.63.

The contractor subsequently, under date of May 4, 1955, submitted a revised claim, reducing his original claim of approximately $16,000 to $8,939.29. However, we cannot find evidence or justification for the payment of any more than the excess cost as determined from his books, and it is my recommendation that our offer to settle for the amount of [illegible] be affirmed as the final offer.

I do not know what additional data or argument the contractor may present to you when the firm appears before you.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Oscar Cutler
Mr. C. H. Maison

WCW:me lg

am having Cutler
give us a letter
explaining the principal
items where there is
a difference.
Cooper

EPARTMENT
DENCE

SUBJECT:

W. C. WILLIAMS

To: Mr. W. C. Williams
Deputy State Highway Engineer

The purpose of this letter is to bring you up to date on the matter of the Whittenberg-Rufener claim on the Beals Corner-Dougherty Corner Section. I believe that you have all copies of correspondence up to and including my letter of April 18, 1955, addressed to the contractors, in which we offerred settlement in the amount of $4,420.63. They replied May 4, 1955, stating that the offer was not acceptable and making a counteroffer of $8,939.29. I am attaching a copy of Rufener's letter for your information.

The basic difference of opinion seems to boil down to this: Rufener contends that he spent $24,958.83 for all excavation, from which he wishes to subtract the cost of moving 2391.6 cubic yards at the bid price and use the quotient obtained by dividing his so-called net cost of $23,165.13 by the number of yards involved, 10,427.5. This gives him a price of $2.22 a yard, which is utterly fantastic for the cost of moving anything with modern machinery.

The figures of the Construction Department were arrived at by taking the time and equipment hours, using A.G.C. rates, on a force account basis, which gives us a cost of $19,518.51. Cutler assures me that this figure is correct. This, divided by the total excavation, gives us a price of $1.523 per cubic yard. It was on this basis that the offer was made to Mr. Rufener.

While it could be contended that the excavation other than borrow was made at a cheaper price than the borrow, there is no way of determining this as no costs were kept. However, a substantial part of the roadbed excavation was also within the area of the borrow; therefore, I believe that our basis of compromise is as far as we should go and so recommend.

I am attaching a copy of Cutler's latest letter on the subject and will be glad to discuss this matter with you if you wish.

RECEIVED

Forrest Cooper
Ass't. Construction Engineer

FC:jv
Attach.
cc: Oscar Cutler

FORM E30—50M—10-54—79485

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 11, 1955

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer

W. C. WILLIAMS

The purpose of this letter is to bring you up to date on the matter of the Whittenberg-Rufener claim on the Beals Corner-Dougherty Corner Section. I believe that you have all copies of correspondence up to and including my letter of April 18, 1955, addressed to the contractors, in which we offerred settlement in the amount of $4,420.63. They replied May 4, 1955, stating that the offer was not acceptable and making a counteroffer of $8,939.29. I am attaching a copy of Rufener's letter for your information.

The basic difference of opinion seems to boil down to this: Rufener contends that he spent $24,958.83 for all excavation, from which he wishes to subtract the cost of moving 2391.6 cubic yards at the bid price and use the quotient obtained by dividing his so-called net cost of $23,165.13 by the number of yards involved, 10,427.5. This gives him a price of $2.22 a yard, which is utterly fantastic for the cost of moving anything with modern machinery.

The figures of the Construction Department were arrived at by taking the time and equipment hours, using A.G.C. rates, on a force account basis, which gives us a cost of $19,518.51. Cutler assures me that this figure is correct. This, divided by the total excavation, gives us a price of $1.523 per cubic yard. It was on this basis that the offer was made to Mr. Rufener.

While it could be contended that the excavation other than borrow was made at a cheaper price than the borrow, there is no way of determining this as no costs were kept. However, a substantial part of the roadbed excavation was also within the area of the borrow; therefore, I believe that our basis of compromise is as far as we should go and so recommend.

I am attaching a copy of Cutler's latest letter on the subject and will be glad to discuss this matter with you if you wish.

Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:jv
Attach.
cc: Oscar Cutler

FORM E-30X 37½ 3-54 73730

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 10, 1955

SUBJECT:

To:

Mr. H. G. Smith
Construction Engineer
Office

Attention: Forrest Cooper

Dear Sir:

With reference to Mr. Rufener's letter of May 4th, Mr. Rufener states the total cost for all excavation was $24,958.83. Our check of Mr. Whittenberg's records indicates the total cost for all excavation was $23,385.69; this includes, roadbed, borrow and overhaul.

Mr. Rufener assumes the cost of roadbed exxavation was $0.75 and then assigns the balance of the costs to borrow excavation. We were unable to separate the cost of roadbed excavation from borrow excavation from the records in Mr. Whittenberg's office.

Using Mr. Whittenberg's records we arrive at a cost of $1.757 per cubic yard for all excavation.

Mr. Rufener uses 6,900 cubic yards as the basis for computing borrow overrun, which is the profile quantity plus allowance. We believe the profile quantities of 6,225 cubic yards should be used as the basis for figuring borrow overrun. Therefore, the borrow overrun is 5718.8 cubic yards for which the contractor will be paid his bid price of $0.75 per cubic yard.

Using $1.757 as the cost of excavation and subtracting $0.75, the balance is $1.007 which multiplied by 5718.8 cubic yard equals $5,758.83.

On a force account basis using the Associated General Contractors approved force account rates for equipment, and applying these rates to the equipment used by the contractor plus labor and materials and the allowable percentages we arrived at a cost of $19,518.51 for all excavation which equals $1.523 per cubic yard. $1.523 less $0.75, the contractors bid price, the difference is then $0.773. The contractor will be paid $0.75 his bid price for the 5718.8 cubic yard overrun on borrow. Therefore, on a force account basis, 5718.8 cubic yards times $0.773 equals $4,420.63.

Very truly yours,

Oscar Cutler
Chief Cost Analyst

OC:of

CYpress 2-2629 CYpress 2-2620

WHITTENBURG CONSTRUCTION CO. & Q. L. Rufener
A Joint Venture
308 SOUTHEAST BARLOW STREET
BEAVERTON, OREGON

May 4, 1955

[illegible]
[illegible]

Oregon State Highway Department
Salem, Oregon

Attn: Mr. Forrest Cooper

Dear Sir:

Referring to your letter of April 18, 1955, regarding State Highway Contract No. 4273 for the construction of a bridge and road work on the Beals Corner, Dougherty Corner Section of the Woodworth County Road, please be advised that your offer of $4420.63 is not acceptable to us for reasons I discussed with you and Mr. Cutler in our meeting at your office on Wednesday, April 27, 1955.

In your letter of April 18th, you show a cost of $15868.55 for moving 10427.5 cubic yards of material from the borrow area. We do not agree with this cost figure, but believe it should be 24958.83 (our total cost of all excavation) less an estimated cost of 0.75 per cubic yard for moving 2391.6 cubic yards from areas other than the borrow area, or a net cost of $23165.13 for moving 10427.5 cubic yards from the borrow area. Using these figures gives a unit price of $2.22 for material moved from the borrow area or a difference of $1.47 per cubic yard above our bid price of $0.75 per cubic yard.

Our contract quanity of unclassified excavation called for moving 6900 cubic yards. Of this amount we moved 2391.6 cubic yards from outside the borrow area which would leave 4508.4 cubic yards to move from the borrow area. Subtracting 4508.4 cubic yards from 10427.5 cubic yards gives 5918.6 cubic yards of overrun from the borrow area.

Using the unit price above, we have 5600 cubic yards @ $1.47 per cubic yard and 318.6 cubic yards @ $2.22 per cubic yard, or a balancd of $8939.29 which we believe we are entitled to for a fair settlement on our claim.

(Mr. Cooper has a copy)

Very truly yours,

RECEIVED
MAY [illegible] 1955
[illegible]
CONSTR[illegible]

Whittenburg Construction Co. & Q. L. Rufener
A Joint Venture
BY: Q. L. Rufener
Q. L. Rufener

NOTED
FORREST COOPER

QLR:mr

CYpress 2-2629 CYpress 2-2620

WHITTENBURG CONSTRUCTION CO.
308 SOUTHEAST BARLOW STREET
BEAVERTON, OREGON

NOTED
W. C. WILLIAMS

March 14, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attn: Mr. W. C. Williams

Dear Sir:

Several days after receiving your letter of February 15, 1955, regarding our claim on the Beals Corner-Dougherty Corner section of the Woodworth Road in Hood River County, I met with you in your office and we discussed the facts and problems regarding this claim.

At this meeting I explained why we did not agree with some of the information you had received from your field forces, mainly:

1. That we did not consider our methods uneconomical as we had used a D-8 Bulldozer with ripper teeth to loosen the material in the borrow pit and had not tried to dig this material with a dragline as inferred, but had used the dragline for loading the material in trucks after it was loosened by the dozer. We used this method in lieu of other methods after careful deliberation and after consulting other persons familiar with moving this type of material. We also had asked for quotations for drilling and shooting this material but they were so high that they were out of consideration.

2. That after discovering the type of material in the borrow pit and the difficulty in moving it, we made arrangements with the Hood River County Court to furnish us another source of borrow with-

out cost to the State Highway Department, but could not get approval from the engineers in charge to use this substitute borrow.

3. That all material we removed from the borrow area cost us greatly in excess of our bid price, and since there had been changes in plans that had increased these quanities in considerable amounts, we believed we should be paid for the extra cost plus a reasonable profit.

On leaving your office it was understood that your cost analyst would meet with us for further discussion in trying to arrive at a fair and equitable settlement. On March 11, 1955, we met with Mr. Cutler and Mr. Layton of the State Highway Department for further analysis of the claim. I am sure they now have all the available information necessary to arrive at a settlement of this claim. I sincerely hope this matter can be settled to our mutual satisfaction in the near future.

Very truly yours,

Whittenburg Construction Company and
Q. L. Rufener

By: Q. L. Rufener

Q. L. Rufener

QLR:mr
cc Mr. H. G. Smith
cc Mr. Cutler

RECEIVED
MAY 13 1955
FOR FILING

4273

Lewis

May 9, 1955

Glens Falls Indemnity Co.
Pacific Coast Department
6th Floor, Mills Tower
San Francisco, California

Gentlemen:

A letter has been received from L. Winans, RFD No. 2, Box 217, Hood River, Oregon, stating that Whittenburg Construction Co. and Q. L. Rufener, 308 S. E. Barlow Street, Beaverton, Oregon, owe him the sum of $621.00 for road grader services performed on the Beals Corner-Dougherty Corner Section of the Woodworth-Hood River County Road, our Contract No. 4273.

We provide this information as your company appears as surety on the Performance Bond furnished for this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Whittenburg Construction Co. & Q. L. Rufener
308 S. E. Barlow Street
Beaverton, Oregon

Jewett, Barton, Leavy & Kern
Lewis Building
Portland 4, Oregon

RECEIVED
MAY 13 1955
FOR FILING

May 9, 1955

Mr. L. Winans
RFD No. 2, Box 217
Hood River, Oregon

Dear Sir:

This is to acknowledge your letter of May 7 in which it is stated that you have a claim against Whittenburg Construction Company and Q. L. Rufener in the sum of $621.00 for road grader services furnished on the Beals Corner-Dougherty Corner Section of the Woodworth-Hood River County Road. This project bears our Contract No. 4273.

As you know, the Glens Falls Indemnity Co., through Jewett, Barton, Leavy & Kern, Lewis Building, Portland, furnished the Performance Bond for this contract, which bond is given to assure satisfactory completion of the work and also to assure completion of all bills incurred in the contract. The completion date for this contract is set for July 31, 1955.

If you wish to protect your claim for a period longer than six months following completion of the contract and acceptance by the Commission, it is suggested that you file your claim with the Secretary of State. For your convenience in preparing such a filing, we have attached excerpts from the Oregon Laws outlining the required procedure.

In the meantime, your claim will be noted in our records and we will advise the contractor and the surety that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

Hood River, Oregon.
RFD. No. 2, Box 217,

May 7, 1955.

4773

To:

Oregon State Highway Commission,
Mr. H. B. Glaisyer, Secretary,
Salem, Oregon.

In conformation with your letter of April 1, 1955. Notice is hereby given that the undersigned, L. Winans has a claim against Whittenburg Construction Company and Q. L. Rufener in the amount of $621.00 for road grader service performed on the Beals Corner-Dougherty Corner Section of the Hood River County Road.

No part of my above claim has been paid or satisfied to this date and I herewith take action to file my above claim against the bond taken from the Glen FallsIndemnity Company, through Jewett, Barton, Leavy & Kern, Lewis Building, Portland, 4, Oregon.

Yours very truly,

L. Winans

L. Winans,
RFD. No. 2, Box 217,
Hood River, Oregon.

REFERRED TO
BY SECRETARY

RECEIVED
MAY 9 1955
OREGON
STATE HIGHWAY COMMISSION

FC:JV

RECEIVED
APR [illegible] 1955
FOR FILING

FORM E-128 50M REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

April 18, 1955

NOTED
W. C. WILLIAMS

Whittenburg Construction Co. & G. L. Hafener
308 S. E. Barlow Street
Beaverton, Oregon

Dear Sirs:

Referring to the State Highway Contract No. 4273 for the construction of a bridge and roadwork on the Beals Corner-Dougherty Corner Section of the Woodworth County Road in Hood River County, I wish to advise that we have analyzed your claim for the additional compensation for the excavation of borrow materials and find substantially as follows:

The gross yardage on which you bid was 6,900 cubic yards, which included a 675 cubic yard allowance, for a net excavation quantity of 6,225 cubic yards, of which 3,454 cubic yards was borrow. The final excavation quantities within the limits of the borrow area were 10,427.5 cubic yards. Our estimate of your cost of moving this material is $15,868.55, which would make a cost figure of $1.523 per cubic yard as the cost of borrow excavation.

Subtracting the borrow excavation shown on the plans (3,454 cubic yards) from the total yardage within the borrow limits (10,427.5 cubic yards), we get a figure of 6,973.5 cubic yards, from which we subtract the roadbed excavation within the borrow limits which is 1,254.7 cubic yards. This gives us a net borrow overrun of 5,718.8 cubic yards. Multiplying this figure by 77.3 cents (the difference between your bid of 75 cents and our estimate of the borrow excavation) we arrive at a figure of $4,420.63.

While there has been some doubt that the methods used to excavate this borrow were the most economical, or that you followed the contract provisions in the procedures for notification of claim for additional compensation, it is proposed that in order to settle and close this matter that an amount of $4,420.63 be allowed on the basis of computation indicated in this letter, subject to correction if the final checking of quantities indicates error.

Will you please advise if this is acceptable.

Very truly yours,

Forrest Cooper
Ass't. Construction Engineer

W.C. Williams

FC:jv

RECEIVED
APR 12 1955
FOR FILING

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4[illegible]

April 12, 1955

County Court of Hood River County
Court House
Hood River, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Hood River County one fully executed copy each of a Maintenance and Finance Agreement between the State Highway Commission and Hood River County covering the Beals Corner-Parkdale Junction section of the Dougherty Corner-Parkdale Road, FAS 580 in Hood River County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

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APR 7 1955
FOR FILING

5-158(1)

April 1, 1955

Mr. L. Winans
RFD No. 2, Box 217
Hood River, Oregon

Dear Sir:

This is to acknowledge your letter of March 28 in which you state that Whittenburg Construction Company and Q. L. Rufener owe you the sum of $621.00 for road grader service performed on the Beals Corner-Dougherty Corner Section of the Hood River County Road.

The Glens Falls Indemnity Company, through Jewett, Barton, Leavy & Kern, Lewis Building, Portland 4, Oregon, furnished the Performance Bond for this contract. This bond is given to assure completion of the contract and payment of all bills incurred in it. If you wish to protect your claim against the bond for a period longer than six months following completion of the contract and acceptance by the Commission, it is suggested that you file your claim with the Secretary of State. Attached are excerpts from the Oregon Laws outlining the procedure in preparing this filing.

The State does not make payments direct to claimants on a contract but we do note the claim in our records and we advise the contractor and the surety that it has been received. It might be well for you also to contact the surety.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enc.

NOTED ON CARD

Hood River, Oregon.
RFD. No. 2, Box 217,

March 28, 1955.

Oregon State Highway Commission,

Attention Mr. H. B. Glaisyer, Secretary,

State Highway Building,
Salem, Oregon.

Dear Mr. Glaisyer:

Reference is made to your Contract No. 4273 with the firm of Whittenburg & Rufener or Whittenburg Construction Company of 308 S.E.Barlow Street, Beaverton, Oregon.

This is to advise that the above firm is indepted to me in the amount of $621.00 for road grader service performed for them in the months of November and December 1954 on the Beals Corner-Dougherty Corner Section, and that the above amount remains unpaid despite our repeated billing and requests for payment, including a recent personal interview with Mr. Whittenburg.

I therefore, at this time desire to request you to mail to me at your earliest convenience necessary forms for the purpose of filing my claim for the above amount with your office, together with appropriate instructions and pertinent information as the status and time within which I may expect to receive payment for services performed.

Yours very truly,

L Winans

L. Winans,
RFD. No. 2, Box 217,
Hood River, Oregon.

Telephone, Odell 4238.

REFERRED TO
BY SECRETARY

NOTED ON CARD

RECEIVED
MAR 30 1955
STATE H[illegible] COMMISSION

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FOR FILING

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4273

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
February 21, 1955

SUBJECT: Beals Corner-Dougherty Corner Section
Woodworth County Road
Hood River County

To: Mr. Forrest Cooper
Ass't Construction Engineer
Oregon State Highway Department
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Regarding the borrow pit which Mr. Rufener wanted to use instead of the designated pit on the Beals Corner-Dougherty Corner Section of the Woodworth County Road, Contract Number 4273.

This pit layed west of and adjacent to Stations 0+00 to 3+00. This was in a swampy area covered by marsh grass with water draining out of it. It was underlaid four or five feet down with a cement gravel. By observation it would be deemed unsuitable for use as fill material and could not be compared to the clean gravel we had in our designated pit.

All that Mr. Rufener would have gotten from this pit would have been the swampy material on top only, as in my opinion the underlying cement gravel would have been too hard for his equipment to handle.

The County Court did say they would secure this property if needed, but were much relieved when told it was not suitable.

As a matter of record I would like to say that the quantity of material needed did not indicate such an overrun from the fill cross-sections, but this overrun was discovered when remeasurements were taken and was due in a great part to a subsidance in the marsh ground immediately west of the Hood River Bridge.

Very truly yours,

W. E. Chandler
Division Engineer

By
DEAN SWIFT
Assistant Division Engineer

DS:bd
cc: A. V. Benedict

RECEIVED
FEB 2 1955
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
FORREST COOPER

4

FEB 16 1955

2-15P (1)
4573

February 15, 1955

Whittenburg Construction Company
    and Q. L. Rufener
306 Southeast Barlow Street
Beaverton, Oregon

Gentlemen:

In answer to Mr. Rufener's telephone conversation, I will advise you of the status of your claim for cost plus 10 per cent for moving borrow pit material on the Beals Corner-Dougherty Corner Section of the Woodworth Road in Hood River County.

We have received reports from the Resident Engineer, the Assistant Division Engineer, and the Chief Cost Analyst, and these men are all of the opinion that alterations in the grade line did not materially change the character of the work to be performed or the cost thereof and that the ordered work should be paid for at the unit prices of the other part of the work. We are of the opinion that the unreasonable cost of $1.73 per cubic yard which you state was insurred in handling the borrow material was due to the kind of equipment you used. This is greatly in excess of the going price for rock excavation. Our Chief Cost Analyst has reviewed the project by examining your books and feels that $1.486 more nearly represents your cost, but even that is entirely unreasonable and we can not consider allowing cost plus based upon a job operated in such an uneconomical manner.

Mr. H. G. Smith, Construction Engineer, had intended to make an inspection of the job with you on the ground but understood there was some more work to be done in the spring and conditions would be more comparable at that time. He is away on vacation, but Forrest Cooper, Assistant Construction Engineer, can go over the job with you if you consider the borrow pit is now in the same condition as when the material was moved. Please advise.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

HGS: me

cc Mr. H. G. Smith
   Mr. Dean Swift
   Mr. A. V. Benedict

FORM 5-50 25M 9-51 52210

OREGON STATE HIGHWAY DEPARTMENT

INTER DEPARTMENT CORRESPONDENCE

The Dalles, Oregon
January [illegible] 1955
SUBJECT

To:

Beals Corner-Dougherty Corner
Contract No. 4275

Mr. H.G. Smith,
Construction Engineer,
Salem, Oregon.

Att'n Mr. Oscar Cutler

Dear Sir:

As per ~~the~~ telephone conversation with Mr. Cutler this morning, I am forwarding you herewith, an extra copy I have of a partial statement of over-runs and under-runs on the Beals Corner-Dougherty Corner project in Hood River County. The original of this was forwarded to R.W. Ellison under date of Jan. 19, 1955. See copy of letter of transmittal attached.

General excavation over-ran the original authorization by 5,918.8 cu. yds. or 85.8 %

Total roadway excavation was 3,645.8 cu. yds. and borrow excavation, outside of the roadway, was 9,172.8 cu. yds.

Very truly,

A.V. Benedict.
A.V. Benedict
Resident Engineer.

cc: Mr. W.E. Chandler

FORM E-30 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER DEPARTMENT CORRESPONDENCE

The Dalles, Oregon.
January 19, 1955 SUBJECT:

To:

Final Estimate data,
Beals Corner-Dougherty Corner,
Contract No. 4273

Mr. R.W. Ellison,
Resident Bridge Engineer,
Hood River, Oregon.

Dear Sir:

I hand you herewith, final estimate data for grading items on the Beals Corner-Dougherty Corner Section of the Woodworth ~~[illegible]~~ County Road in Hood River County.

Final quantities for the first 9 items are as follows:

1.	Clearing and Grubbing	All required	
2.	Drainage Excavation, Unclassified	39.6	cu. yds.
3.	General Excavation, Unclassified	12,818.6	" "
4.	Short Overhaul	45,528	Yd. Sta.
5.	Finishing Roadbed and Slopes	0.94	Miles
6.	12-inch Corrugated Metal Pipe	240	lin.ft.
7.	18-inch Corrugated Metal Pipe	90	lin.ft.
8.	36-inch Corrugated Metal Pipe	4	lin.ft.
9.	Concrete Catch Basins	All required	

I am sending you a partial statement of over-runs and under-runs, covering items listed above. General Excavation is not quite complete, 100 cu. yds. or less remaining at the connection to the Mt. Hood Highway. Please note also, ~~that~~ the note as to actual increase in the borrow quantities.

The following final estimate data accompanies this letter:

1	Roll	Detail Map, 1" = 100'
3	Sheets	Corrected Federal Aid Plans
1	Roll	Mass Diagram
1	Pad	Earthwork Sheets
1	Book	Miscellaneous Field Notes

Very truly,

A.V. Benedict

A.V. Benedict
Resident Engineer.

Contract No. 4273
Beals Corner-Dougherty Corner Section

STATEMENT OF OVER-RUNS AND UNDER-RUNS
GRADING ITEMS ONLY

ITEM

1. Clearing and Grubbing: All required.

2. Drainage Excavation, Unclassified:
Original authorization 100 cu.yds.
Final quantity 59.6
Under-run 40.4 cu.yds. = 40.4 %

Drainage excavation appears to have been very liberally estimated. All of the culverts were very near the surface, and required very little excavation for extensions. No culvert required the drainage excavation allowed in the estimate.

3. General Excavation, Unclassified:
Original authorization 6,900 cu.yds.
Final quantity 12,818.6
Over-run 5,918.6 cu.yds. = 85.8 %

Most of the light part of the grading consisted of grass and sod not suitable for roadbed construction. In addition, 924.5 cu.yds. of wet, sloppy material was excavated below grade and backfilled with more suitable material from the borrow pit. The fill across the river bottom, station 8 to station 16+50, was raised to meet the bridge design grade because available data indicated that the lower fill barely met the high water line. Straightening the line between stations 3+50 and 7 to avoid cutting into a high bank, increased the fills on the opposite side of the road. Soft, sloppy ground across the flats and fullness on long thin fills over existing slopes increased the effective shrinkage.

4. Short Overhaul:
Original authorization 3,400 Yd. Stas.
Final quantity 43,528
Over-run 40,128 Yd. Stas. = 1180 %

A large amount of the lighter portions of the grading, plus some material excavated below grade, was wasted. There was no room to waste nearby and the material was all hauled long distances. Borrow material was backhauled to replace the wasted material. The over-run in excavation yardage also increased the haul. No item of Long Overhaul was provided and all haul is being figured as Short Overhaul.

5. Finishing Roadbed and Slopes: EVEN

6. 12-inch Corrugated Metal Pipe:
Original estimate 200 lin.ft.
Final quantity 240
Over-run 40 lin.ft. = 20.0 %

One culvert, at station 35+85, was found to be completely rusted out and was replaced, requiring 20 feet more pipe than planned. Pipes were placed under more driveways than provided on the plans.

Contract No. 4273
Beals Corner-Lougherty Corner Section

STATEMENT OF OVER-RUNS AND UNDER-RUNS

ITEM

7. 18-inch Corrugated Metal Pipe:

Original authorisation	70 lin.ft.	
Final quantity	90	
Over-run	20 lin.ft.	= 28.6 %

One culvert, placed in a channel at station 10+75, required 56 lin.ft. of pipe instead of 52 lin.ft. indicated at station 12+85, the location shown on the plans.

8. 36-inch Corrugated Metal Pipe: EVEN.
0

9. Concrete Catch Basins: All Required.

Surfacing and Oiling items have not yet been completed.

In figuring the borrow on this project, we included the roadway between stations 20 and the east end of the bridge in the borrow pit measurements. The roadway thru this area, as shown on the original earthwork sheets, totals 1254.7 cu. yds. This should be deducted from the borrow quantities if a claim is to be paid on over-run in the borrow pit.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
December 22, 1954

SUBJECT: Beals Corner-Dougherty Corner Section
Woodworth County Road

To: Mr. H. G. Smith
Construction Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

I am enclosing herewith letter from Whittemore, [illegible] Company who have the contract for grading and oiling the Beals Corner-Dougherty Corner Section of the Woodworth County Road in Hood River County, in which he mentions the line change and a grade change which have increased clearing and borrow for which increases he thinks he should have an adjustment.

We moved the line to the left two or three feet between Stations 3 and 7 to keep from cutting a 2' slab from a very wet hillside that is stabilized in its present condition. This line change was a distinct advantage to the contractor. Grade was raised a maximum of 2' between Stations 8 and 19 to meet the grade of the bridge as designed in the Salem office. This change would also get our fill in a better relation to probable high water than the former fill.

This grade and line change raised the quantities of borrow from 6,900 yards to approximately 8400 yards. It is this overrun that the contractor is using as a basis for a contemplated claim.

I talked this over with Mr. Rufener, who signed the enclosed letter, on the 21st. The material he mentions as being too hard to move is material from the area set aside for borrow in the contract. This area lies to the left and right of Station 18 and was exposed for inspection at the time the bids were taken. It is a ridge of gravel deposited by glacial action containing a small per cent of rocks that could not be put through a 1 1/4 cubic yard bucket. The material is not cemented as Mr. Rufener claims, but rather tightly packed in the glacial sand.

Mr. Rufener elected to load this material with a drag line over the protest of Mr. Benedict, who told him this method would be a mistake. The drag line bucket bounced over these smooth granite rocks and would not load, so he put in a cat and ripper. This ripping was not very successful due to the large, smooth rocks. He had sticks and dipper for his 1 1/4 yard machine, but could not be persuaded to put them on for trial.

NOTED
W. C. WILLIAMS

REFERRED TO
Williams
By Construction Engineer

H. G. Smith
Page 2.

As a result of his method of operation, any costs [illegible] by him would be meaningless, as I am positive a 1 1/2 yard shovel [illegible] sticks could have dug this gravel.

It does not seem to me that we should [illegible] settle a claim because of Mr. [illegible]'s mistakes. [illegible] per cubic yard plus [illegible] easily have shown a profit, which profit would have been enhanced by an increase in quantity.

I do not check the [illegible] changes in subgrade reinforcement as this subgrade was all made from the designated borrow. Some rock had to be picked out of the ditches after the grading but will not amount to more than two days time with a truck and two men.

The extra clearing was caused by the line change [illegible] possibly one quarter of an acre, which I think we should pay for.

I would [illegible] in The Dalles vicinity and [illegible].

Very truly yours,

W. P. [illegible]
Division Engineer

By Dean [illegible]
DEAN [illegible]
Assistant Division Engineer

DS:[illegible]

cc: A. V. Benedict
R. W. Allison

FEB 18 1955

4273

February 14, 1955

Wamic Lumber Company
The Dalles, Oregon

Attention: Mr. R. A. Copper

Gentlemen:

Your letter of February 8th addressed to Mr. Stephenson, Bridge Engineer, has been referred to this office for reply.

Our records show that your claim pertains to State Highway Contract No. 4273, awarded to Whittenburg Construction Company and Q. L. Rufener for construction of a bridge, grading and oiling the Beals Corner-Dougherty Corner-Section of the Woodworth Hood River County Road. The contract at this time is approximately 85 percent complete, but as the oiling work will require warm weather, it is anticipated that the contract will not be completed until some time in July. Pending completion of the contract, we, of course, are withholding a retained percentage which at this time amounts to $4,072.20.

If you wish to protect your claim against the bond for a period longer than six months following completion of the contract and acceptance by the Commission, you should file your claim with the Secretary of State. Attached are excerpts from the Oregon Laws outlining the necessary procedure.

The Glens Falls Indemnity Company through Jewett, Barton, Leavy & Kern, Lewis Building, Portland 4, furnished the performance bond for this contract, which bond is given to assure satisfactory completion of the job and payment of all bills incurred in it. In the meantime, your claim will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mdm
Attach.

NOTED ON CARD

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Division ☐

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D. 68699 FORM E-100X 50M 5-53

FOR

DATE 2/10/55
please Tell
Co have to go
ng a claim
Contract 4273
about 85%
with an
pletion date of
ED Gardner

PLEASE REPLY HERE

TO ________________ DATE ________________

SIGNED ________________

NOTE - INDIVIDUAL ORIGINATING CONFIRMEMO RETAINS YELLOW COPY, FORWARDING FIRST AND TRIPLICATE INTACT WITH CARBONS. ADDRESSEE REPLIES, EXTRACTS CARBON; RETAINS TRIPLICATE, RETURNING FIRST PART TO ORIGINATOR OF CONFIRMEMO.

Rediform NO. 220

THE DALLES, OREGON

bruary 8, 1955

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FEB 9 1955
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
JC

TO F Query DATE 2/10/55

Will you please tell Wamic Tel Co how to go about filing a claim This is on Contract 4273 The job is about 85% complete with an estimated completion date of 7/31/55

SIGNED Jardine

PLEASE REPLY HERE

TO DATE

SIGNED

NOTE - INDIVIDUAL ORIGINATING CONFIRMEMO RETAINS YELLOW COPY, FORWARDING FIRST AND TRIPLICATE INTACT WITH CARBONS. ADDRESSEE REPLIES, EXTRACTS CARBON; RETAINS TRIPLICATE, RETURNING FIRST PART TO ORIGINATOR OF CONFIRMEMO.

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FEB 9 1955
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

WAMIC LUMBER CO. THE DALLES, OREGON

February 8, 1955

4372.20

State Highway Department
P. M. Stephenson, Bridge Engineer
Salem, Oregon

Dear Sir:

We have never received our money for work we did for Whittenberg Construction Company on the bridge between Dee and Mt. Hood.
We did this work in November and completed our work December 1. Whittenberg owes us $1325.90 of the original $1725.90 balance. On December 15 we received his check for $400.00.

We are wondering if he has been paid for this work. He told us that he has not been paid but was expecting a check over a month ago.

Please let us know if he has been paid, or if he is stalling us. If so we will want to get a claim in before he gets his final settlement.

Yours truly,

WAMIC LUMBER COMPANY

R. A. Copper

R. A. Copper

RECEIVED
FEB 9 1955
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

5 - 154 (1)
4273

9

February 14, 1955

Glens Falls Indemnity Company
Pacific Coast Department
Sixth Floor, Mills Tower
San Francisco, California

Gentlemen:

We have received a letter from the Wamic Lumber Company, The Dalles, Oregon, in which they stated that Whittenburg Construction Company owes them the sum of $1,325.90 for work performed for the contractor on what appears to be our Contract No. 4273, awarded to Whittenburg Construction Company and Q. L. Rufener for construction of a bridge and other work on the Beals Corner-Dougherty Corner Section of the Woodworth Hood River County Road.

This information is provided as your company appears as surety on the performance bond furnished with this contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mdr

cc - Jewett, Barton, Leavy & Kern
Lewis Building
Portland 4, Oregon

Whittenburg Construction Co. and
Q. L. Rufener
308 S. E. Barlow Street
Beaverton, Oregon

[illegible] ON CARD

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JAN 25 1955
FOR FILING

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4-1

January 2[illegible], 1955

Whittenburg Construction Company
and Q. L. Rufener
308 Southeast Farlow Street
Beaverton, Oregon

Gentlemen:

Your letter presenting a claim for cost plus 10 per cent on the Beals Corner-Dougherty Corner section of the Woodworth Road in Hood River County has been placed in line for study, which study will include an inspection on the ground by the Construction Engineer as soon as snow conditions make the study of the material more accurate.

You will be notified in time to be present at the field inspection.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

HGS: me

cc Mr. H. G. Smith
Mr. Dean Swift

Cypress 2 2626 Cypress 2 2620

WHITTENBURG CONSTRUCTION CO.

[redacted]

BEAVERTON, OREGON

1825 [illegible] SW Avenue

[illegible] 7, 1[illegible]

Oregon State Highway [illegible]
Salem
Oregon

Gentlemen:

Reference is made [illegible] December [illegible], 195[illegible], on our contract for grading [illegible] the [illegible] Section of Woodworth Road in [illegible] County. [illegible] quantities and costs have been computed and are submitted [illegible].

The items [illegible] Excavation [illegible] [illegible], [illegible] material [illegible] [illegible] being [illegible] yards [illegible] [illegible], the [illegible] [illegible] quantity of [illegible]

[illegible] borrow pit material [illegible] [illegible] crushed gravel [illegible] [illegible].

[illegible] [illegible] [illegible] [illegible] [illegible].

[illegible] [illegible] [illegible].

[illegible] [illegible], [illegible] adjustment [illegible] us.

Very truly yours,

[illegible]

[illegible]

WW:rw
cc: Mr. Robert Gilles
Mr. Dean Swift
Mr. Benedict

RECEIVED
OFFICE OF
CONSTRUCTION ENGINEER

CYpress 2-2629

CYpress 2-2620

Q. L. Rufener
and
WHITTENBURG CONSTRUCTION CO. A Joint Venture
308 SOUTHEAST BARLOW STREET
BEAVERTON, OREGON

December 11, 1954

Oregon State Highway Department
Salem, Oregon

Gentlemen:

On our contract for grading and paving the Beals Corner, Dougherty Corner Section of Woodworth Road in Hood River County, there has been changes in alignment, grades, and subgrade reinforcement, etc., which have increased clearing to some extent and borrow from the borrow area far beyond the contract quanities.

On the clearing we are agreeable to accept payment as a percentage increase on the lump sum contract price. However, the material in the borrow pit was of such a nature that it required special means to remove, resulting in a unit cost far greater than our contract price. Since the borrow pit quanities have been increased greatly beyond any anticipated amounts and the unit cost of removal and placing have run considerable in excess of our contract price, we feel that we are justified in requesting a fair and equitable adjustment for our expense in removing and placing borrow material in excess of the contract quanities.

A cost estimate for these additions can be submitted as soon as the quanities are measured, as we have all labor, equipment and material costs available.

Respectfully submitted,

Whittenburg Construction Company
& Q. L. Rufener

Whittenburg Construction Company
and
Q. L. Rufener - A Joint Venture
By:

Q. L. Rufener

Q. L. Rufener

RECEIVED

QLR:mr

Form PR 2 (Revised 1950)

State Oregon

Federal Aid Secondary

Project No. S-158(1)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

S-158 (1)
4273

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 28th day of October, 1954,

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 26th day of February, 1954, a program, which was approved on the 11th day of March, 1954, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were ~~recommended for approval~~ approved by the District Engineer of the Bureau of Public Roads on the 8th day of June, 1954; and

Whereas the ~~Division~~ District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of thirty-three thousand, eight hundred and 00/100 dollars ($33,800.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources Cash deposited by Hood River with the Highway Department.

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 0+00 in the NW 1/4, Section 28, T. 1 N., R. 10 E., W.M., and survey station 52+08.71 in the NE 1/4, said Section 28, without exception, length 0.974 miles, in Hood River County, being Oregon Federal Aid / Secondary project No. S-158(1), consisting of 0.944 miles of roadway and one bridge~~s, each~~ of more than 20 feet clear span, 0.030 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of thirty-three thousand, eight hundred and 00/100 dollars ($33,800.00), which does not exceed the authorized Federal pro rata share of fifty-nine thousand, seven hundred twenty-five and 60/100 dollars ($59,725.60), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available) Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

RECOMMENDED FOR APPROVAL

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Ben R Chandler
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By M K McIver
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Division Engineer,
Bureau of Public Roads.

NOV 23 1954

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DIVISION 8

Oregon State Highway Department

Federal Aid Secondary
Project No. S-158 (1)

BEALS CORNER-DOUGHERTY CORNER SECTION OF THE WOODWORTH ROAD IN HOOD RIVER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon Sept. 24, 1954

Type Code 5231
Roadway (Sta. 0+00 to Sta. 52+08.71)(Contract No. 4273)

All Required	Clearing and Grubbing		$ 2,700.00
100 cu.yd.	Drainage Excavation, Unclassified	$ 3.00	300.00
6,900 cu.yd.	General Excavation, Unclassified	0.75	5,175.00
3,400 yd.sta.	Short Overhaul	0.02	68.00
0.94 mile	Finishing Roadbed and Slopes	1,000.00	940.00
200 lin.ft.	12-inch Corrugated Metal Pipe	3.00	600.00
70 lin.ft.	18-inch Corrugated Metal Pipe	4.00	280.00
4 lin.ft.	36-inch Corrugated Metal Pipe	12.00	48.00
1 only	Concrete Catch Basin	90.00	90.00
2,800 cu.yd.	Hauling and Placing 2" - 0 Material in Base	1.25	3,500.00
1200 cu.yd.	Hauling and Placing 3/4" - 0 Material in Base and Shoulders	1.25	1,500.00
100 M-gal.	Sprinkling	4.00	400.00
600 cu.yd.	Hauling and Placing Aggregates	3.25	1,950.00
42 tons	Furnishing and Placing 150-200 Asphalt	50.00	2,100.00
14 tons	Furnishing and Placing RS-1 Asphalt	55.00	770.00
	Subtotal		$20,421.00
	10% Engr. & Cont.		2,042.10
	Total		$22,463.10

Type Code X021
East Fork Hood River Bridge (Sta. 16+54 to Sta. 18+10)

All Required	Shoring, Cribbing, Etc.		$ 6,500.00
130 cu.yd.	Structural Excavation	$10.00	1,300.00
15 cu.yd.	Excavation Below Elevation Shown	15.00	225.00
290 cu.yd.	Class "A" Concrete	65.00	18,850.00
70,000 lbs.	Metal Reinforcement	0.10	7,000.00
	Subtotal		$33,875.00
	10% Engr. & Cont.		3,387.50
	Total		$37,262.50

Length of Roadway	0.944 mile
Length of Structure	0.030 mile
Total Length	0.974 mile
Cost of Roadway per mile	$23,795.65

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$22,463.10	$12,712.00	$ 4,287.60	$ 5,463.50
Structure	37,262.50	21,088.00	7,112.40	9,062.10
	$59,725.60	$33,800.00	$11,400.00	$14,525.60

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

Funds for Maint: Chap. 529, laws 1939.

Note: Cash has been deposited by Hood River County with the Highway Department.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-158 (1)

BEALS CORNER-DOUGHERTY CORNER SECTION
OF THE WOODWORTH ROAD IN HOOD RIVER COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 27, 1954

Type Code 5231
Roadway (Sta. 0+00 to Sta. 52+08.71)

All Required		Clearing and Grubbing		$ 1,400.00
100	cu. yds.	Trench Excavation, Unclassified	$ 3.00	300.00
6,900	cu. yds.	General Excavation, Unclassified	0.80	5,520.00
3,400	yd. sta.	Short Overhaul	0.03	102.00
0.94	mile	Finishing Roadbed and Slopes	1,000.00	940.00
200	lin. ft.	12-inch Corrugated Metal Pipe	3.50	700.00
70	lin. ft.	18-inch Corrugated Metal Pipe	5.00	350.00
4	lin. ft.	36-inch Corrugated Metal Pipe	15.00	60.00
1	only	Concrete Catch Basin	100.00	100.00
2,800	cu. yds.	Hauling and Placing 2" - 0 Material in Base	1.25	3,500.00
1,200	cu. yds.	Hauling and Placing 3/4" - 0 Material in Base	1.35	1,620.00
100	M-gal.	Sprinkling	3.00	300.00
600	cu. yds.	Hauling and Placing Aggregates	2.50	1,500.00
42	tons	Furnishing and Placing 150-200 Asphalt	50.00	2,100.00
14	tons	Furnishing and Placing RS-1 Asphalt	50.00	700.00
			Subtotal	$19,192.00
			10% Engr. & Cont.	1,919.20
			Total	$21,111.20

Type Code X021
East Fork Hood River Bridge (Sta. 16+54 to Sta. 18+10)

All Required		Shoring, Cribbing, Etc.		$ 2,500.00
130	cu. yds.	Structural Excavation	$ 7.00	910.00
15	cu. yds.	Excavation Below Elevation Shown	10.00	150.00
290	cu. yds.	Class "A" Concrete	68.00	19,720.00
70,000	lbs.	Metal Reinforcement	0.12	8,400.00
			Subtotal	$31,680.00
			10% Engr. & Cont.	3,168.00
			Total	$34,848.00

Length of Roadway	0.944 mile
Length of Structure	0.030 mile
Total Length	0.974 mile
Cost of Roadway per mile	$22,363.55

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$21,111.20	$ 9,507.00	$3,169.00	$ 8,435.20
Structure	34,848.00	15,693.00	5,231.00	13,924.00
	$55,959.20	$25,200.00	$8,400.00	$22,359.20

Oregon State Highway Department

Federal Aid Secondary
Project No. S-158 (1)

BEALS CORNER-DOUGHERTY CORNER SECTION
OF THE WOODWORTH ROAD IN HOOD RIVER COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 19, 1954

Type Code 5231
Roadway (Sta. 0+00 to Sta. 52+08.71)

All Required		Clearing and Grubbing		$ 1,400.00
100	cu. yds.	Drainage Excavation, Unclassified	$ 3.00	300.00
6,900	cu. yds.	General Excavation, Unclassified	0.80	5,520.00
3,400	yd. sta.	Short Overhaul	0.03	102.00
0.94	mile	Finishing Roadbed and Slopes	1,000.00	940.00
200	lin. ft.	12-inch Corrugated Metal Pipe	3.50	700.00
70	lin. ft.	18-inch Corrugated Metal Pipe	5.00	350.00
4	lin. ft.	36-inch Corrugated Metal Pipe	15.00	60.00
1	only	Concrete Catch Basin	100.00	100.00
2,800	cu. yds.	Hauling and Placing 2" - 0 Material in Base	1.25	3,500.00
1,200	cu. yds.	Hauling and Placing 3/4" - 0 Material in Base and Shoulders	1.35	1,620.00
100	M-gal.	Sprinkling	3.00	300.00
600	cu. yds.	Hauling and Placing Aggregates	2.50	1,500.00
42	tons	Furnishing and Placing 150-200 Asphalt	50.00	2,100.00
14	tons	Furnishing and Placing RS-1 Asphalt	50.00	700.00
			Subtotal	$19,192.00
			10% Engr. & Cont.	1,919.20
			Total	$21,111.20

Type Code X021
East Fork Hood River Bridge (Sta. 16+54 to Sta. 18+10)

All Required		Shoring, Cribbing, Etc.		$ 2,500.00
130	cu. yds.	Structural Excavation	$ 7.00	910.00
15	cu. yds.	Excavation Below Elevation Shown	10.00	150.00
290	cu. yds.	Class "A" Concrete	68.00	19,720.00
70,000	lbs.	Metal Reinforcement	0.12	8,400.00
			Subtotal	$31,680.00
			10% Engr. & Cont.	3,168.00
			Total	$34,848.00

Length of Roadway	0.944 mile
Length of Structure	0.030 mile
Total Length	0.974 mile
Cost of Roadway per Mile	$22,363.55

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$21,111.20	$12,750.00	$ 4,180.60	$ 4,180.60
Structure	34,848.00	21,050.00	6,899.00	6,899.00
	$55,959.20	$33,800.00	$11,079.60	$11,079.60

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FOR FILING

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September 30, 1954

Whittenburg Construction Co. &
Q. L. Rufener, Contractors
308 SE Barlow Street
Beaverton, Oregon

Gentlemen:

We enclose herewith a fully executed copy of Contract No. 4273, which was awarded to you August 16, 1954 by the State Highway Commission, covering bridge, grading and oiling on the Beals Corner-Dougherty Corner Section of the Woodworth County Road in Hood River County. This copy is for your files.

A copy of this contract is also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

FORM E-120 50M REVISED 3-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

NO
V. R. JON

September 28, 1954

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

NOTED
J. HAGEMANN

Mr. A. H. Prael
Right of Way Agent
Pacific Power & Light Company
Public Service Building
Portland 4, Oregon

Dear Sir:

Reference is made to your letter of September 21 regarding the removal of one power pole, one guy stub, and one anchor guy in the NW¼ of Section 28, Township 1 North, Range 10 East. These facilities are located on a county road which is being improved with federal-aid secondary funds.

Under an agreement between the Highway Commission and Hood River County dated July 21, 1954, the County agrees that it shall, without cost to the State, relocate or reconstruct, or cause to be relocated or reconstructed, all utility facilities. Based on this agreement, it is the obligation of Hood River County to arrange for the moving of your facilities, and you should, therefore, direct your inquiry to the County.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc County Court of Hood River County
Mr. H. G. Smith
Mr. J. W. Cattrall

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SEP 29 1954
ENGINEER
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AUG 20 1954
FOR FILING

Count
Fed. Aid
Prog. & Brg.

5-158(1)

August 19, 1954

County Court of Hood River
Court House
Hood River, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Hood River County a fully executed copy of an agreement between the State Highway Commission and Hood River County covering the Beals Corner-Dougherty Corner county FAS project in Hood River County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

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Enc. 1

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5-15-[illegible]

Salem, Oregon
August 19, 1954

MISC. CONTRACTS and
AGREEMENTS No. 1372

5212

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached is a conformed copy of an agreement with Hood River County covering the Seals Corner-Dougherty Corner county FAS project in Hood River County.

The original of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the County Court, Hood River County.

Secretary

FH
Attach: 1

REFERRED TO
Query
BY SECRETARY

to file

FORM E-90 25M 9-51 62316

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 23, 1954

SUBJECT: FAS 580, Hood River County

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Enclosed are three copies of a revised agreement covering the Beals Corner-Dougherty Corner county FAS project in Hood River County. Two copies have been signed by the proper county officials and are now ready for presentation to the Highway Commission.

An agreement dated June 2, 1954, covered this same project and provided that the county would pay all costs in excess of $42,000 which was the balance of fiscal years 1954-1955 FAS funds available to Hood River County. Fiscal year 1956 funds have since been made available and the enclosed agreement, which supersedes the agreement dated June 2, 1954, provides that these 1956 FAS funds as required be applied towards the cost of the project.

The project was approved by the Highway Commission on September 24, 1953.

John F. Hagemann
John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE Sept 24, 1953 [illegible] 54

RECEIVED
54
STATE HIGHWAY ENGINEER

ASSIGNMENT

Date: July 14, 1954 No. 5212 By wcw

Description: Letter of July 13 by Robert May enclosing 8 copies of agreement between State and Hood River County concerning the Beals E Corner-Dougherty Corner Section of the Woodworth County Road in Hood River County (revision of June 2 agreement)

Acknowledged by_____ Referred to Cattrall ✓

__ Investigate and report with recommendation
__ Such action as necessary and report
__ Comment or recommendation
__ Return with rough draft of reply
__ Prepare reply for signature of Mr.________
__ Contact correspondent and report

Remarks: To check, and if ok secure signatures of county officials.

PLEASE RETURN TO
W. C. WILLIAMS

Executed 7-23-54 me Report Received__________

GHWAY DEPARTMENT
T CORRESPONDENCE

Oregon
1, 1954

NOTED
W. C. WILLIAMS

JECT:

PLEASE RETURN TO
W. C. WILLIAMS

t copies of a proposed agreement to be
hway Commission and Hood River County
rty Corner Section of the Woodworth

ning the same subject was entered into
ver County on June 2, 1954. Subsequent
o revoke the earlier agreement and enter
ditional Federal funds which became
he attached form of agreement revokes
the agreement of June 2, 1954, and revises the statements respecting the amount of money available to the County and the estimated cost of the project. In all other respects the prior agreement remains unchanged.

Preparation of the agreement was requested by Mr. John F. Hagemann, Assistant Engineer, County and City Relations.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By Robert L. May
ROBERT L. MAY, JR.
Assistant Counsel

RLM:avh

FORM E-30 25M 9-51 62318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 13, 1954

NOTED
W. C. WILLIAMS

SUBJECT:

To: Mr. W. C. Williams
Deputy Highway Engineer
Office

PLEASE RETURN TO
W. C. WILLIAMS

Dear Mr. Williams:

I send you herewith eight copies of a proposed agreement to be entered into between the State Highway Commission and Hood River County concerning the Beals Corner-Dougherty Corner Section of the Woodworth County Road in Hood River County.

A prior agreement concerning the same subject was entered into between the Commission and Hood River County on June 2, 1954. Subsequent to that time it became desirable to revoke the earlier agreement and enter into a new agreement because of additional Federal funds which became available to Hood River County. The attached form of agreement revokes the agreement of June 2, 1954, and revises the statements respecting the amount of money available to the County and the estimated cost of the project. In all other respects the prior agreement remains unchanged.

Preparation of the agreement was requested by Mr. John F. Hagemann, Assistant Engineer, County and City Relations.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By Robert L. May

ROBERT L. MAY, JR.
Assistant Counsel

RLM:avh

~~Form~~ A-150 10M 3-54

NOTED
V. R. JONES

INVOICE

Oregon State Highway Department

Salem, Oregon

NOTED
Harold

Invoice No. 35305

Date August 18, 1954

Your Req. No.

Billing Request No. CC 108-109

Credit distribution: 514-1033-897

Hood River County
Hood River, Oregon

Attn: County Court

Beals Corner-Dougherty Corner county FAS project in Hood River County covered by agreement dated August, 1954.

Advance Deposit	9,800.00
Partial transfer of county's share of total costs	6,600.00
To be retained	$3,200.00

NOTED
J. F. HAGEMANN

RECEIVED
AUG 1954

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $
By

		TOTAL						

REASON FOR THIS REQUEST:

APPROVED: DIVISION ENGINEER

APPROVED: STAFF ENGINEER

PREPARED BY: CLERK

APPROVED: DISTRICT MAINT. SUPT.

ENTERED ON JOURNAL VOUCHER NO.:

ENTERED BY:

DATE ENTERED:

Form A-87 10M 7-51
State Printing Dept.

File

OREGON STATE HIGHWAY DEPARTMENT

REQUEST FOR TRANSFER OR CORRECTION OF COST DISTRIBUTION

[illegible] O. A[illegible]

NOTED
V. R. JONES

FROM: County and City Relations Division

Salem, OREGON

TO: ACCOUNTING DIVISION—

DATE 8/17/54

PLEASE transfer (TRANSFER, CORRECT) THE FOLLOWING ITEMS WHICH WERE ORIGINALLY CHARGED ON

Request for Outside Billing (INDICATE NAME OF ORIGINAL DOCUMENT) NO. cc-52 DATE 7/3/53

(IF VENDOR'S INVOICE, WRITE NAME AND ADDRESS ON THIS LINE)

QUANTITY	UNIT	DESCRIPTION	CHARGE			CREDIT		
			DISTRIBUTION	AMOUNT		DISTRIBUTION	AMOUNT	
		Refund due Hood River County of excess amount credited to 514-1030-297, Post Canyon Road-Barret Road and May Street-Belmont Road project, due to actual total construction costs underrunning the estimated construction costs. The county has authorized and requested by letter dated Aug. 13, 1954, that the refund be used as part of Hood River County's advance deposit in connection with the Beals Corner-Dougherty Corner project, 514-1033-297. As sufficient funds are being retained in the advance deposit fund (See Request for Outside Billing cc-108) this $2,444.19 is being credited directly to 514-1033-297.	514-1030-297	2444	19	514-1033-297	2444	19
		TOTAL						

REASON FOR THIS REQUEST:

APPROVED: DIVISION ENGINEER

APPROVED: J F H I I STAFF ENGINEER

PREPARED BY: CLERK

APPROVED: DISTRICT MAINT. SUPT.

ENTERED ON JOURNAL VOUCHER NO.:

ENTERED BY:

DATE ENTERED:

NOTED
Harold C. Ayers

August 17, 1954

Honorable John H. Sheldrake
Hood River County Judge
Court House
Hood River, Oregon

NOTED
[illegible]

Dear Sir:

This is to acknowledge receipt of an advance deposit of $6,200 and a letter authorizing use of the refund due on the 1954 county FAS projects as part of the advance deposit in connection with the Beals Corner-Dougherty Corner project on FAS 580. Contract No. 4273 was awarded to Wittemburg Construction Company and Q. L. Rufener, and a copy of this contract will be forwarded as soon as available.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

RECEIVED
AUG 26 1954
FOR FILING

S-15-(1)
4173

[illegible] 16, 1954

[illegible] Construction Co.
[illegible]
[illegible] Street
[illegible]

Gentlemen:

The State Highway Commission on August 10 accepted your proposal for grading, surfacing and paving [illegible] mile of highway and construction of a [illegible]-foot reinforced concrete bridge on the [illegible] authorization of the [illegible] worth [illegible] County for the sum of $54,[illegible] and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions were met. This is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4173.

The contract forms are now being prepared in this office and will be mailed to you shortly for execution.

[illegible] of this date.

Very truly yours

[illegible] State Highway Engineer

Secretary

[illegible]
cc - [illegible]
[illegible]
[illegible]
[illegible]
[illegible]

DOMESTIC SERVICE Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 16, 1954
10:40 a.m.

Wittenburg Construction Co. & Q. L. Rufener
308 S. E. Harlow Street
Beaverton, Oregon

Contract for Beals Corner-Dougherty Corner Section on Woodworth Hwy. in Hood River County for which you submitted the low bid on August 10 awarded you today. Contr ct forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc - CONFIRMATION
Accounting (5003-900)
Files
C. W. Head

John F. Hagemann
John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

cc: S. H. Probert
C. S. Paxson

RECEIVED

FORM [illegible]

Const
Fed Aid
Prog + Prog

5-158(1)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 16, 1954

SUBJECT:

To: Mr. W. C. Williams
OFFICE

NOTED
W. C. WILLIAMS

We have received this date a deposit of $12,200 from Hood River County in connection with the Beals Corner-Dougherty Corner Section of FAS 580. This project is now clear for award of a contract.

John F. Hagemann
John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

cc: S. H. Probert
C. S. Paxson

HOOD RIVER COUNTY COURT

HOOD RIVER, OREGON

JOHN H. SHELDRAKE, COUNTY JUDGE
GEORGE W. KRIEG, COUNTY COMMISSIONER
ARVO A. HUKARI, COUNTY COMMISSIONER

August 13, 1954

R. H. Baldock
State Highway Engineer
State Highway Department
Salem, Oregon

Attention: John F. Hagemann
Assistant Engineer
County and City Relations

Dear Mr. Hagemann:

Enclosed is Hood River County warrant in the amount of $6,200.00, cash advance deposit required on construction project, Beals Corner-Dougherty Corner Section of FAS 580.

36915
to acctg div.
8 16 54
F. Query

The State Highway Commission is hereby authorized to use the approximately $6,000.00 refund due on the 1954 County FAS projects as part of the advance deposit required.

Yours very truly,

HOOD RIVER COUNTY COURT

By John H. Sheldrake
County Judge

George W. Krieg
County Commissioner

Arvo A. Hukari
County Commissioner

CC:di
enc.

RECEIVED
AUG 16 1954

NOTED
V. R. JONES

August 11, 1954

NOTED
Harold C.

Hood River County Court
Court House
Hood River, Oregon

Gentlemen:

On August 10th the Highway Commission received a satisfactory bid from Wittemburg Construction Company and Q. L. Rufener of Beaverton for constructing the Beals Corner-Dougherty Corner Section of FAS 580. As per the agreement between the state and county, an advance deposit of 20% of the estimated total cost based on the low bid is required from the county prior to award of a contract. The amount of this deposit is as follows:

Bid Items	$54,296.00
Anticipated Additional Items	
Rock Slope Protection	150.00
12-1/2% Engineering & Contingencies	6,805.75
Estimated Total Cost...	$61,251.75
Advance Deposit	
20% of $61,251.75 = $12,250.35--or say	$12,200.00
Less approx. refund due county on 1954 FAS projects	6,000.00
Cash Advance Deposit Required...	$ 6,200.00

Please make this deposit by means of a warrant or check in the amount of $6,200 payable to the Oregon State Highway Commission, forwarding same to this office. Also furnish a letter authorizing the Highway Commission to use the refund due on the 1954 county FAS projects as part of the advance deposit required for the Beals Corner-Dougherty Corner project. Upon receipt of said deposit and letter, the contract will be awarded.

Based on the above estimated total cost, approximately $19,000 of fiscal year 1956 funds will be required for this project leaving a balance of 1956 funds of approximately $35,000 available to Hood River County.

Very truly yours,

R. H. Baldock
State Highway Engineer

NOTED
J. F. HAGEMANN

By: John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

RECEIVED
AUG 16 1954
FOR FILING

Const
[illegible]
[illegible]
(C-13[illegible])

August 11, 1954

Whittenburg Construction Company
[illegible]. L. Rufener
5[illegible] S. E. Barlow Street
Beaverton, Oregon

Gentlemen:

The State Highway Commission on August 10, 1954 accepted your bid in the amount of $64,[illegible]9[illegible].00 for grading and paving the Beals Corner-Dougherty Corner Section on [illegible]ood [illegible]orth Road in Hood River County, which was the low bid received for that job.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

ehr

cc
[illegible]. H. Probert
H. G. Smith
R. G. Svage, SIAC
G. S. [illegible]

[illegible]. L. Rufener
9[illegible] N. E. 47th
Portland, Oregon

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

File

Const
Fed Aid
Prog'l Hwy

S-158(1)

July 23, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the revised P. S. and E. documents for Oregon Project S-158(1), Beals Corner-Dougherty Corner Section of the Woodworth Road in Hood River County. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Please furnish the usual copies of county maintenance agreement and encroachment resolution.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
JUL 29 1954
OREGON
STATE HIGHWAY COMMISSION

NOTED
V. R. JONES

July 23, 1954

Hood River County Court
Court House
Hood River, Oregon

NOTED
Harold C. Ayers

Gentlemen:

This is to acknowledge receipt of two copies, executed by the proper county officials, of a revised agreement covering the Beals Corner-Dougherty Corner project on FAS 580. After signature by the Highway Commission a fully executed copy will be returned for the County's records.

It is planned to program the section from Beals Corner to Parkdale Road as a separate project so as not to delay the letting of the Beals Corner-Dougherty Corner job upon which bids will be accepted at the August 9-10 Commission meeting.

Plans and specifications for the Beals Corner-Parkdale Road section will be worked up as soon as possible and advertised for bidding at a later date.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engineer, County and City Relations

JFH:MM

County Of Hood River
COUNTY CLERK'S OFFICE
HOOD RIVER, OREGON

July 21, 1954

R. H. Baldock, State Highway Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon

Attention: John F. Hagemann
Assistant Engineer
County-City Relations

Dear Sir:

Enclosed are two copies of the revised agreement between Hood River County and the State Highway Commission, dated July 21, 1954 and signed by the County Court, concerning the Beals Corner-Dougherty Corner F.A.S. project.

Hood River County now has deeds for the right of way for this project.

We would like to include in the project the road from Beals corner south to the Base Line-Parkdale Road, which mileage is included in the F.A.S.

Yours very truly,

Hood River County Court

John H. Sheldrake, Judge

By

County Clerk

JHS:di
enc.

RECEIVED
JUL 23 1954
ENGINEER
COUNTY-CITY RELATIONS

NOTED
V. R. JONES

July 16, 1954

Hood River County Court
Court House
Hood River, Oregon

FAS 580

NOTED
Harold C. Ayers

Gentlemen:

Enclosed are two copies of a revised agreement covering financing of the Beals Corner-Dougherty Corner project. This agreement provides for cancelling the original agreement dated June 2, 1954, and provides for use of fiscal year 1956 funds as required so that FAS funds cover the entire cost of the project. If satisfactory, please sign, have the County Clerk attest including the seal, and return both copies to this office as soon as possible. After signature by the Highway Commission a fully executed copy will be returned for your records.

Also, it would be appreciated if you will advise this office of the status of the right of way for this project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM
Encl.

NOTED
J. F. HAGEMANN

HOOD RIVER COUNTY COURT

HOOD RIVER, OREGON

JOHN H. SHELDRAKE, COUNTY JUDGE
GEORGE W. KRIEG, COUNTY COMMISSIONER
ARVO A. HUKARI, COUNTY COMMISSIONER

June 30,1954

NOTED
J. F. HAGEMANN

NOTED
V. R. JONES

R. H. Baldock,
State Highway Engineer
Salem,Oregon

Attention; John F. Hagemann,
Asst. Engr., County,City Relations

Dear Sir:

In answer to your letter of June 25th., in regard to the Beals Corner-Dougherty Corner County FAS project on FAS 580 upon which bids were received on June 24th., and rejected as being too high.

The County Court realizes that if this project is readvertised for bids to be accepted at the next Highway Commission meeting which will be held on August 9th. and 10th., it would be too late in the year to get much work done this fall. Therefore we would prefer that you postpone the letting until after January 1,1955, when additional FAS funds will be available.

Very truly yours,

Hood River County Court

By John H. Sheldrake

John H. Sheldrake
County Judge

OK.
for August letting
J.F.H.

RECEIVED
JUL 2 1954
ENGINEER
C... RELATIONS

NOTED
J. F. [illegible]

NOTED
V. R. JONES

June 25, 1954

Hood River County Court
Court House
Hood River, Oregon

NOT[illegible]
Harold C. Ay[illegible]

Gentlemen:

Reference is made to the Beals Corner-Dougherty Corner County FAS project on FAS 580 upon which bids were received on June 24th. Only one bid was received on that date and it was rejected as being too high. This project will be readvertised for bids to be accepted at the next Highway Commission meeting which will be August 9th and 10.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

RECEIVED
[illegible] 1954
FOR FILING

[illegible]
Fed. Co.
[illegible]

5-[illegible]

June 17, 1954

County Court of Hood River
Court House
Hood River, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Hood River County one fully executed copy each of a Maintenance Agreement and Finance Agreement between the State Highway Commission and Hood River County covering the Beals Corner-Dougherty Corner county FAS project in Hood River County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

File

RECEIVED
FOR FILING

Const
Fed Aid
Prog. & Proj

Salem, Oregon
June 17, 1954

[illegible]

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached for further handling are four certified copies of a Maintenance Agreement and a conformed copy of a Finanbe Agreement with Hood River County covering Beals Corner-Dougherty Corner county FAS project in Hood River County, Oregon.

An executed copy of each of the above agreements has been retained in this office for the Commission's files and a fully executed copy each has been sent to the County Court of Hood River County.

Very truly yours

Secretary

rn
Attach: 5

FORM E-30 20M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 7, 1954

SUBJECT: FAS 580, Hood River County

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Query
BY DEPUTY STATE HIGHWAY ENGINEER

L

Attached are three copies of a finance agreement covering the Beals Corner-Dougherty Corner county FAS project in Hood River County. Two copies of the agreement have been executed by the proper county officials and are now ready for presentation to the Highway Commission. Both copies of the agreement require your signature of approval.

Also attached are six copies of a maintenance agreement covering the above project. After signature by the Highway Commission, please return four either certified true or fully executed copies to this office for transmittal to the B.P.R.

The Beals Corner-Dougherty Corner project was approved by the Highway Commission on September 24, 1953.

Bids for this above project are to be received 6-24-54
F. Query

John W. Cattrall
Engineer, County and City Relations

By

John D. Graham
Office Engineer

JDG:MM
Att.

RECEIVED
JUN 8 1954
OFFICE OF
STATE HIGHWAY ENGINEER

File ✓

RECEIVED

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

Confer
Rd and
Prog v Proj

FAS158

June 8, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project FAS 158, Beals
Corner-Dougherty Corner, Hood
River County Road

Dear Sir:

The sketch map, subject project, dated May 1954 is approved today subject to the following condition:

> That adequate signs and protective devices be installed warning of the narrow bridge on the route until such time as a new bridge is constructed.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
JUN 10 1954

File FOR FILING
OREGON DISTRICT Const
Fed Aid
Prog & Proj
S-158(1)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

June 8, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

DearSir:

We have today approved the P. S. and E. documents for Oregon Project S-158(1), Beals Corner-Dougherty Corner Section of the Woodworth County Road. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Please furnish the usual copies of county maintenance and encroachment resolution to cover this project.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
JUN 14 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

Const
Fed Aid
Prog & Proj

FAS 158

June 7, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are sending under separate cover four copies of project statement map for the Beals Corner-Dougherty Corner Section, Project No. FAS 158.

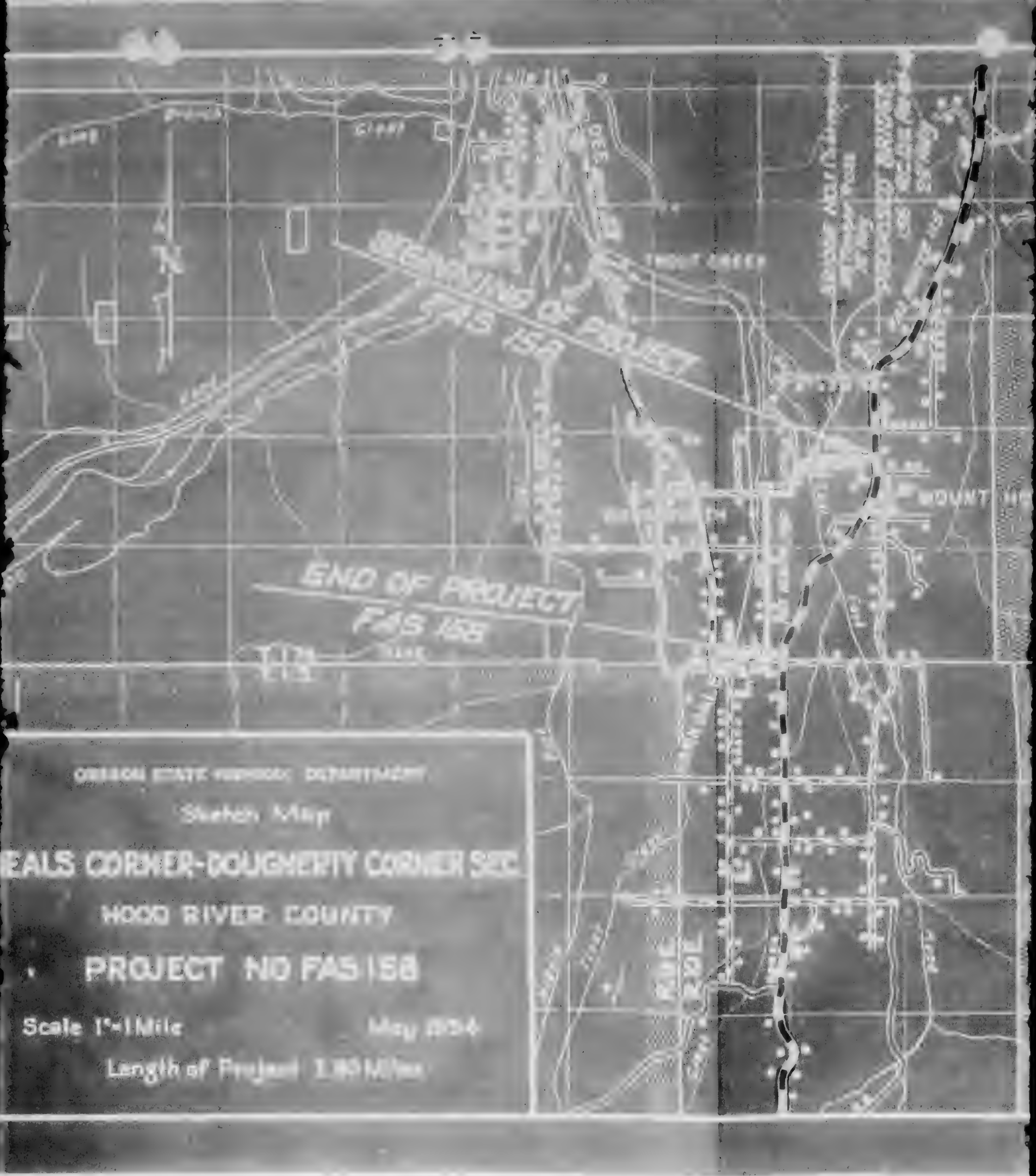
Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

JWH:gs



OREGON STATE HIGHWAY DEPARTMENT

Sketch Map

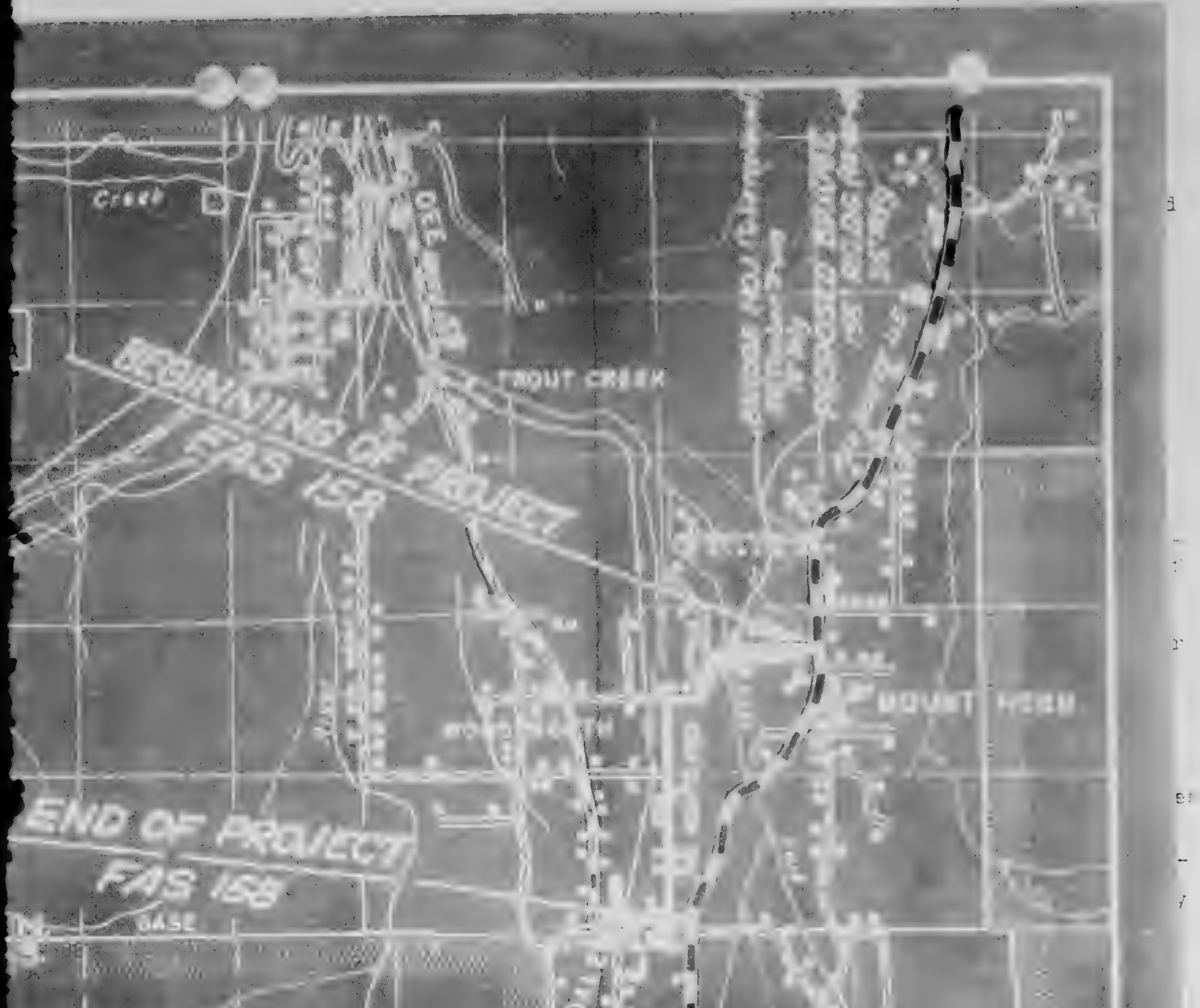
EALS CORNER-DOUGHERTY CORNER SEC

HOOD RIVER COUNTY

PROJECT NO FAS 158

Scale 1"=1 Mile May 1954

Length of Project 1.80 Miles


Creek
TROUT CREEK
BEGINNING OF PROJECT
FAS 158
END OF PROJECT
FAS 158
MOUNT HEBB
DEPARTMENT
Map
HERTY CORNER SEC.
COUNTY
FAS 158
May 1954
ct 2.60 Miles

Oregon Project S-158(1)
FAS 580

cc-12 (1954 Rev.)

RESOLUTION

6-2-54

WHEREAS, a county road in Hood River County, State of Oregon, known as the Woodworth County Road, is routed through the County of Hood River, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Hood River County, the section adopted for improvement being more particularly described as follows; to wit:

> From highway engineer's station 0+00, a point approximately 1 mile east of Woodworth, easterly to a junction with the Mt. Hood State Highway, a distance of 0.976 mile.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Hood River will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Hood River County, Oregon, that no encroachments will be permitted on the county road known as the Woodworth County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Hood River County, Oregon, this 2nd day of June, 1954.

By John H. Sheldrake
County Judge

Attest: D E Ambler
County Clerk

By George W. Krieg
County Commissioner

By
County Commissioner

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

June 2, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Our Division Office has approved the request for individual project program change in Item 249, Project S-158(1), supplement No. 23, Federal-aid Secondary Highway Program, May 28, 1954 as follows: Total Cost $57,000, Federal Funds $34,200, State Funds $11,400 and County Funds $11,400.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
JUN 3 1954
OREGON
STATE HIGHWAY COMMISSION

NOTED
Harold C. Ayres

NOTED
W. R. JONES

Salem, Oregon
May 28, 1954

FAS 580, Hood River County
FAS 458, Harney County

Mr. W. C. Williams
OFFICE

In view of your advice that no funds other than those available to the individual counties from the 1954-1955 FAS allocation can be used in the June letting, the Harney County project will have to be postponed to a future letting as the county has not the funds to pay all costs over the $77,000 FAS funds available, nor do they wish to reduce the length of the project.

The Hood River County Judge will advise this office Wednesday, June 2, whether or not they wish to proceed with the Beals Corner-Dougherty Corner project on the basis of the county paying 100% of all costs over available FAS funds, or whether the county would prefer to postpone the bid letting on this project on the chance that use of a portion of next year's allocation will be approved by the Commission at its June meeting.

Unless the estimates on the balance of the projects are increased considerably over the estimates presently available, the balance of the projects can be let on June 23-24 under our present policy.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

RECEIVED
MAY [illegible]
FOR FILING

May 26, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

On the Beals Corner-Dougherty Corner Project, S-158 (1), in Hood River County, the county has offered to donate the crushed materials required in the work, which materials are as follows:

2,800 cu. yds.	2" - 0 materials for base and shoulders
1,200 cu. yds.	3/4" - 0 materials for base and shoulders
600 cu. yds.	Oiling aggregates

The materials are now in stockpile at a point 3.4 miles northwest from the west end of the project.

The purpose of the county is to save the cost of a crushing plant set up and to thereby increase the mileage of work that can be accomplished with the funds available.

May we have your approval of our making these materials available to the contractor without charge?

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:gs

NOTED
V. R. JONES

NOTED
[illegible]

Salem, Oregon
April 28, 1954

FAS 580, Hood River County
Beals Corner-Dougherty Corner Section

Mr. H. G. Smith
Construction Engineer

NOTED
J. F. HAGEMANN

It is suggested that the Beals Corner-Dougherty Corner Hood River County FAS project be let in two contracts - one for the roadwork and one for the bridge over the East Fork of Hood River. There is approximately $25,000 worth of roadwork involved and a structure estimated to cost $35,000 to $40,000.

The roadwork consists of grading (approximately 6500 yards of general excavation), placing county furnished base material, and constructing an C-11 with county furnished aggregate. The field data for this roadwork is in and bids could be accepted at the June meeting. It is doubtful if the bridge design will be completed in time for this meeting.

If contracted separately, the roadwork could probably be completed this year and the bridge construction proceed during the winter months. Short connections to the existing road would permit use of the road during bridge construction by routing traffic over the existing bridge.

I have discussed this matter with Mr. Stanley of the Bridge Division and he is of the opinion that there would be some savings in the bridge cost if constructed separately. If the fills at each bridge end were placed first the bridge could be constructed on steel piling driven in the fills rather than concrete footings under the fill.

Additional savings might result from eliminating the subcontracting of either the roadwork or structure which generally results in a combination bridge and roadwork contract.

If let separately, the oil mat could be omitted for a short distance at each end of the proposed bridge and county forces could oil these short sections after the bridge was completed.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM
cc: G. S. Paxson
R. T. Stanley
V. G. O'Neil

NOTED
J. W. CATTRALL

Salem, Oregon
February 15, 1954

NOTED
V. R. JONES

Mr. H. G. Smith
Construction Engineer

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

The field data for the Beals Corner-Dougherty Corner Section of the Woodworth County Road, FAS 580, has been examined and found to be consistent with the project as proposed by Hood River County and approved by the Commission. The field estimate of $53,910 is approximately $12,000 more than available FAS funds; however, the county has agreed to pay all costs in excess of $42,000.

You will note that the bridge over the east fork of the Hood River has yet to be designed from the vicinity map which is included in the field data. The present estimate includes $30,000 for this structure. We would appreciate being advised of the estimated total cost after the bridge has been designed and an estimate is available.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:MM

cc: Mr. Virgil O'Neil
Mr. G. S. Paxson

December 7, 1953

NOTED
J. W. CATTRALL

Hood River County Court
Court House
Hood River, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Gentlemen:

On November 23, 1953, the Bureau of Public Roads approved the addition of Woodworth Road to the Federal Aid Secondary System. This road has been assigned FAS Route No. 580. Please revise your maps showing the FAS System accordingly.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM

September 4, 1953

NOTED
J. W. CATTRALL

Honorable John E. Sheldrake
Hood River County Judge
Hood River, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Dear Judge:

Enclosed are two copies of a general highway map showing the proposed addition to the County FAS System extending from Dougherty Corner to a point near Parkdale. Please indicate approval by having the Court sign in the space provided and return one copy to this office.

The Old Dee Road has been omitted at this time pending determination of future improvements. It can be added at any time you desire.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

Fno 580

J. W. CA

October 6, 1953

Hood River County Court
Court House
Hood River, Oregon

NOTED
E. HAGEMANN

Gentlemen:

On September 24th the Highway Commission approved the Federal Aid Secondary project as shown in the attached tabulation. The details as set forth in this tabulation are believed to conform with the Court's request.

Approval by the Bureau of Public Roads and preparation of plans and specifications are now required prior to contracting the proposed project. Preliminary engineering will be handled by our Division Office in Bend and will proceed as rapidly as available engineering personnel will permit.

As you know, the county will be required to make an advance deposit of 20% of the estimated total cost before award of a contract. In the case of Hood River County, this will be approximately $8,400 and will be covered by an agreement at a later date.

If you wish any further information on this matter, please advise.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

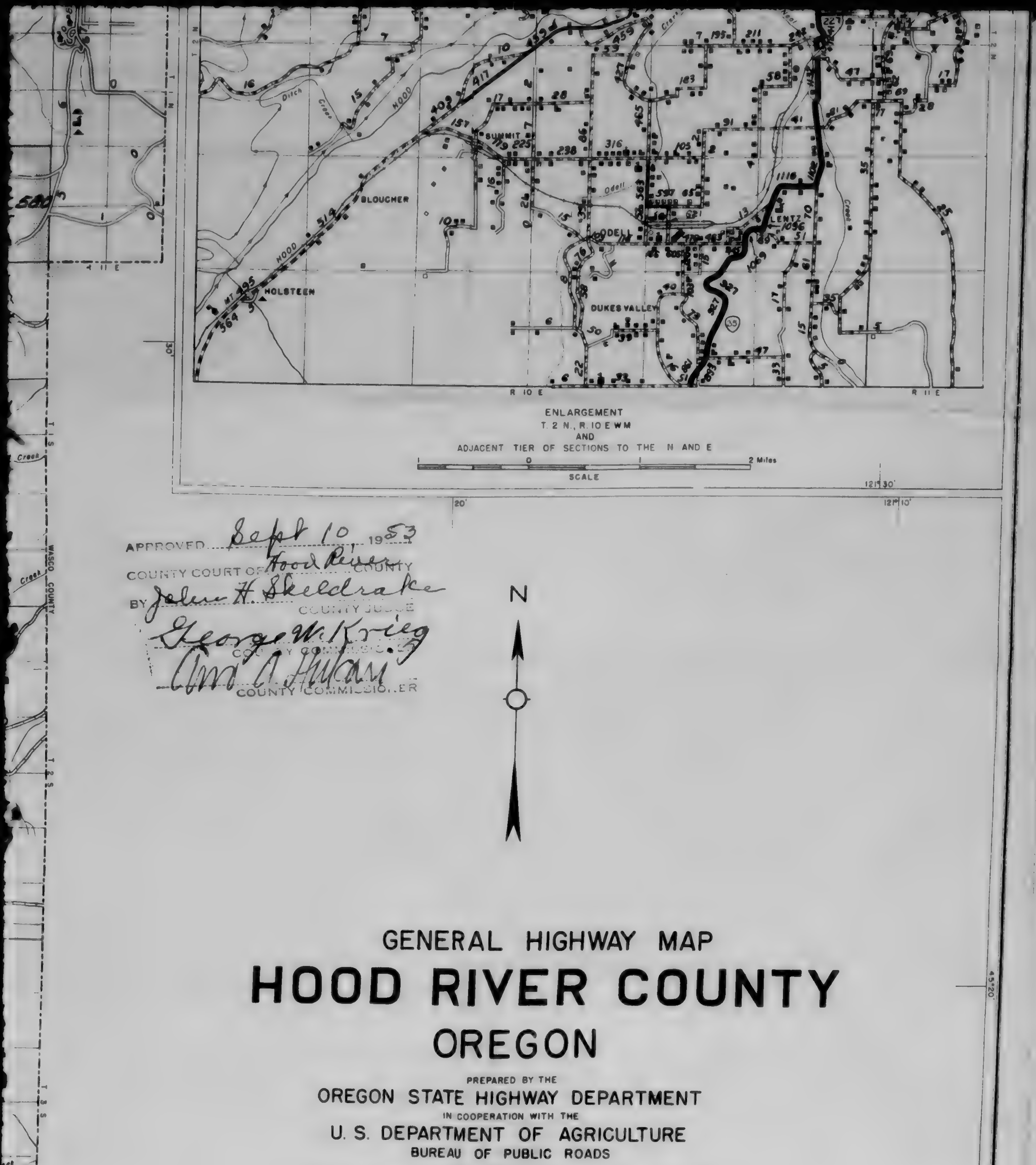
JFH:MM
Att.

PROPOSED PROJECT
HOOD RIVER COUNTY
AVAILABLE FUNDS - $42,000

FAS 580 - Beals Corner-Dougherty Corner Section, Approximately 1.1 Miles. This section extends from the existing oil near Beals Corner on the Woodworth County Road easterly to the Mt. Hood Highway at Dougherty Store. It is proposed to replace the existing 110' covered wood bridge on a revised alinement, and grade, place base rock, and an 0-11 with binder 20' wide with 2' shoulders on 0.2 mile of new alinement on each side of the bridge. The balance of the section (0.9 miles) is to be widened, additional crushed rock placed, and an 0-11 with binder 20' wide with 1' shoulders placed. All aggregate required for base, shoulders, and oiling will be furnished by Hood River County at no cost to the contractor at the county crusher at Trout Creek.

This project will no doubt require additional cooperative work by county forces to stay within available funds. After field data is available, details should be worked out with the county. The Bridge Division's preliminary estimate for the structure is $35,000.

9/1/53



ENLARGEMENT
T. 2 N., R. 10 E W M
AND
ADJACENT TIER OF SECTIONS TO THE N AND E

SCALE 0 1 2 Miles

APPROVED Sept 10, 1953
COUNTY COURT OF Hood River COUNTY
BY John H. Sheldrake
COUNTY JUDGE
George W. Krieg
COUNTY COMMISSIONER
Amo A. Hukari
COUNTY COMMISSIONER

N

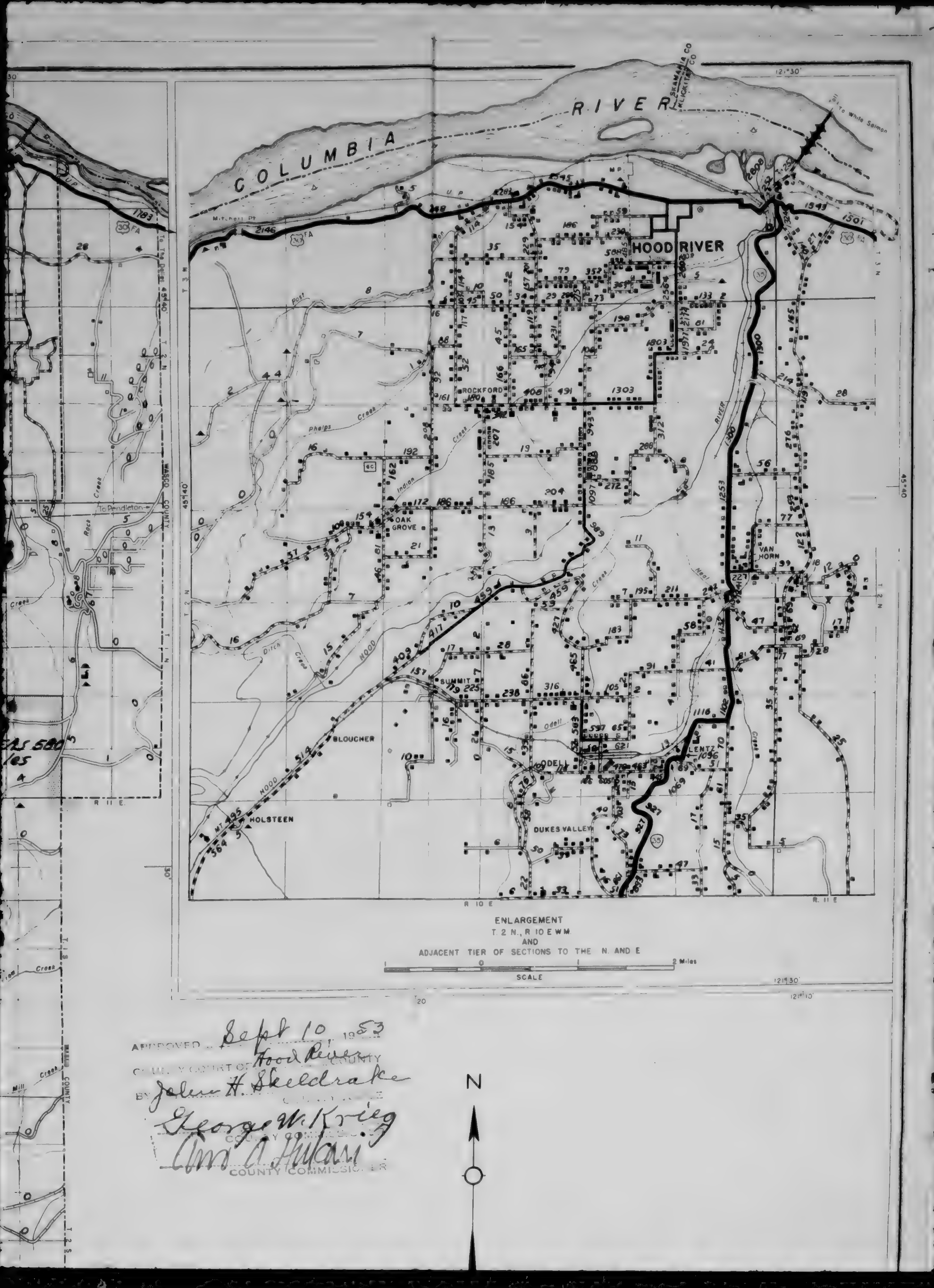
GENERAL HIGHWAY MAP
HOOD RIVER COUNTY
OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U. S. DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DATA OBTAINED FROM
STATE-WIDE HIGHWAY PLANNING SURVEY

SCALE
1 0 1 2 3 4 Miles

1936
REVISED 1939

SHEET 1 OF 1 Polyconic Projection



ENLARGEMENT
T. 2 N., R. 10 E W.M.
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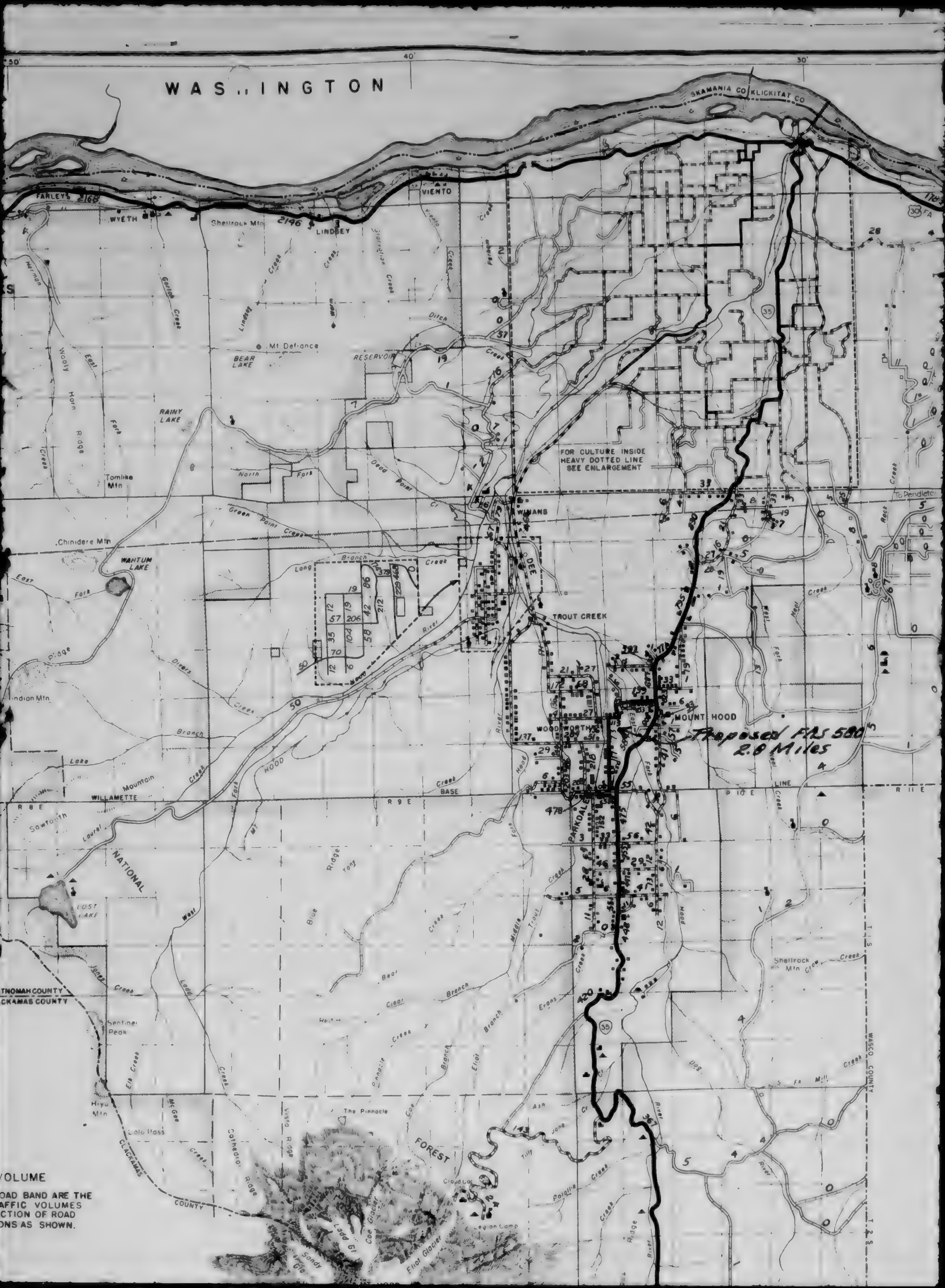
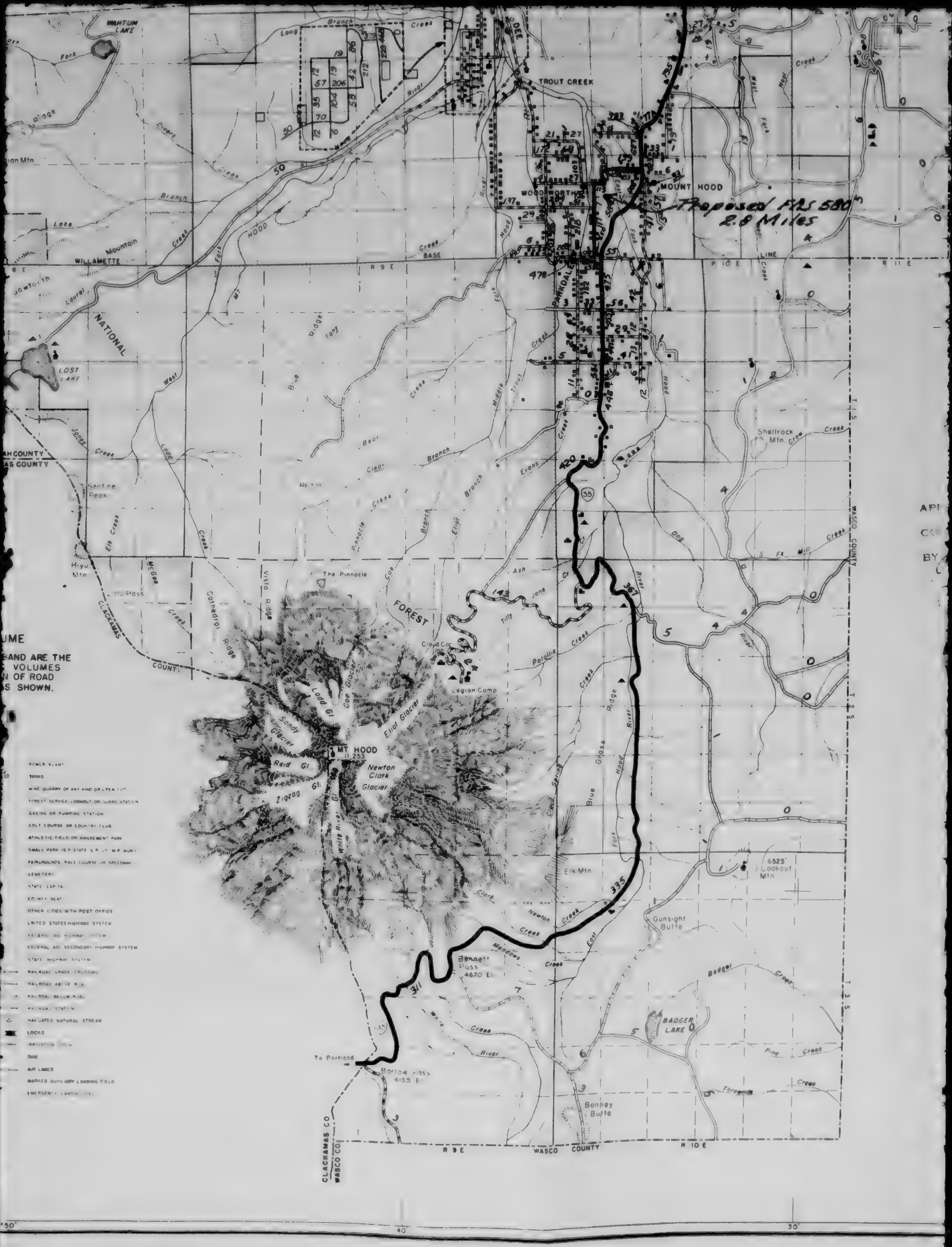
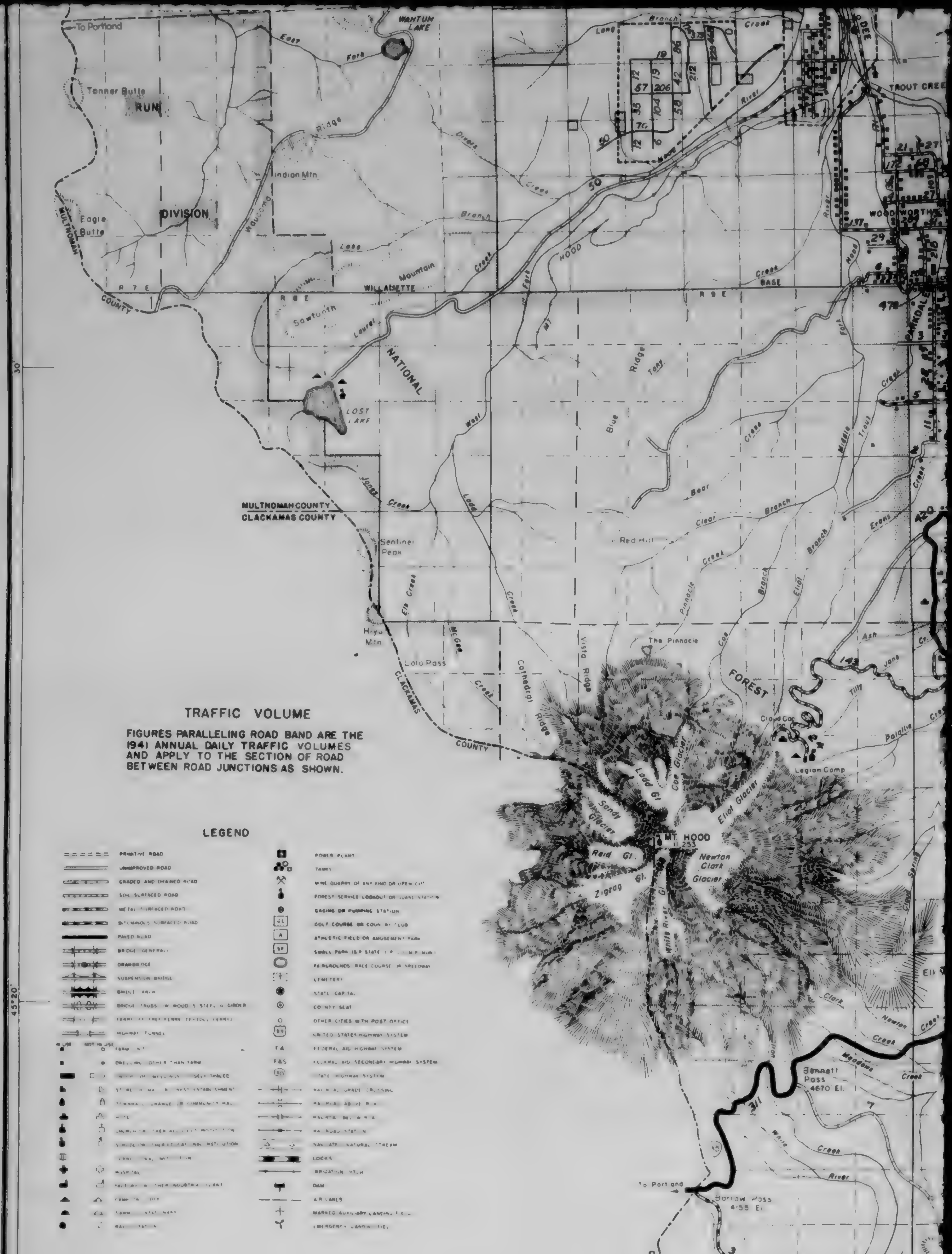
ADJACENT TIER OF SECTIONS TO THE N. AND E

APPROVED Sept 10 1953
COUNTY COURT OF Hood River COUNTY
BY John H. Sheldrake
COUNTY JUDGE
George W. Krieg
COUNTY COMMISSIONER
Arn A. Hukari
COUNTY COMMISSIONER

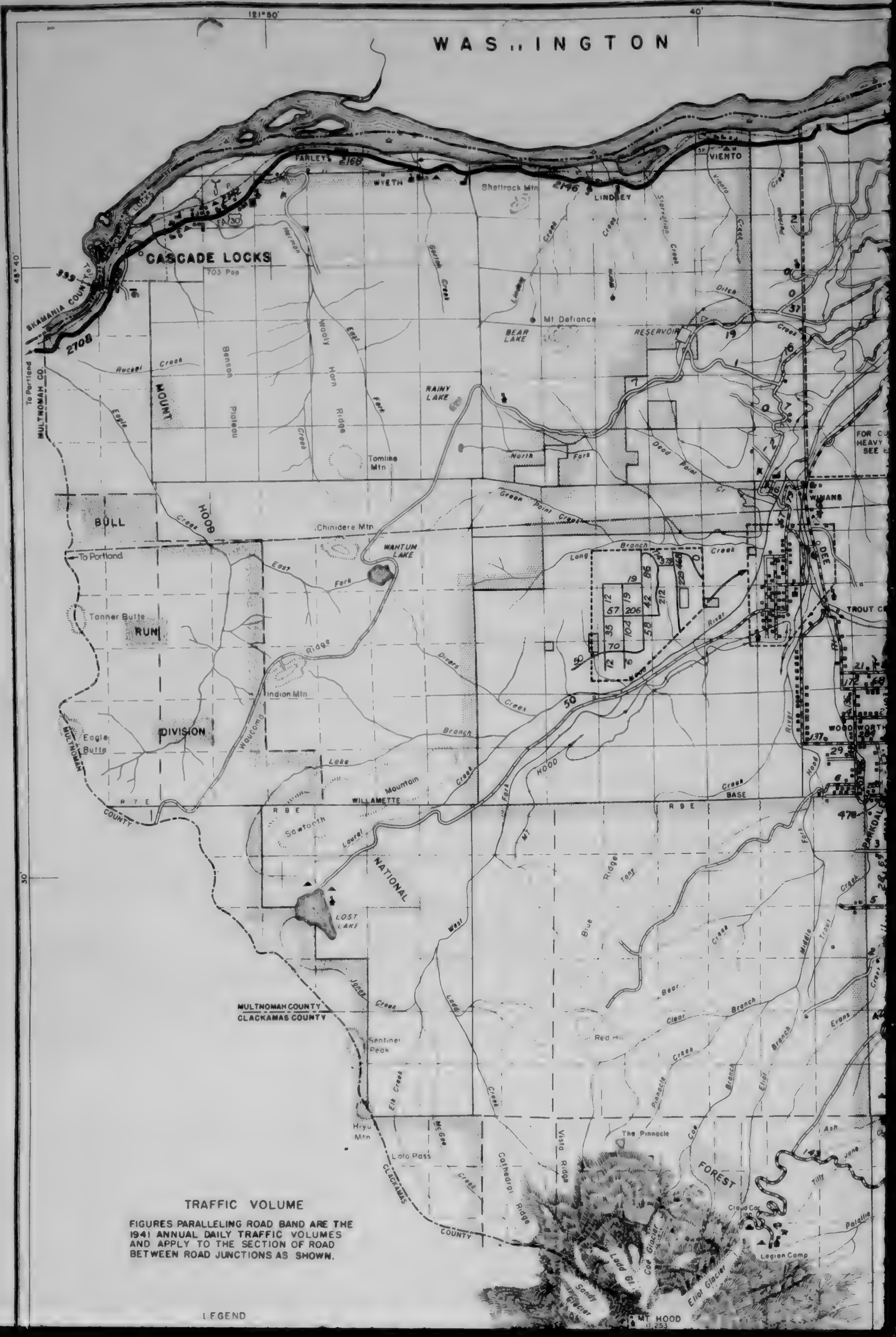

WASHINGTON
SKAMANIA CO
KLICKITAT CO
FARLEYS
WYETH
VIENTO
LINDSEY
Shellrock Mtn
Mt Defiance
BEAR LAKE
RESERVOIR
RAINY LAKE
Tomlike Mtn
Chinidere Mtn
WAHTUM LAKE
Indian Mtn
WILLAMETTE
NATIONAL
FOREST
LOST LAKE
Sentinel Peak
Hiyu Mtn
Lolo Pass
MULTNOMAH COUNTY
CLACKAMAS COUNTY
The Pinnacle
Cloud Cap
Legion Camp
Coe Glacier
Eliot Glacier
Ladd Gl
Sandy Gl
FOR CULTURE INSIDE HEAVY DOTTED LINE SEE ENLARGEMENT
WINANS
DEE
TROUT CREEK
MOUNT HOOD
WOODWORTH
PARKDALE
BASE LINE
R 9 E
R 10 E
R 11 E
WASCO COUNTY
To Pendleton
Shellrock Mtn
Proposed FAS 580
2.8 Miles
VOLUME
ROAD BAND ARE THE
AFFIC VOLUMES
ECTION OF ROAD
ONS AS SHOWN.


Proposed FAS 580
2.8 Miles
WAHTUM LAKE
DEE
TROUT CREEK
MOUNT HOOD
WOODWORTH
PARKDALE
WILLAMETTE
BASE
LINE
R 9 E
R 10 E
R 11 E
NATIONAL
FOREST
LOST LAKE
Sentinel Peak
Hiyu Mtn
The Pinnacle
Vista Ridge
Cathedral Ridge
Cloud Cap Inn
Legion Camp
MT HOOD
11,253
Sandy Glacier
Ladd Gl.
Coe Glacier
Eliot Glacier
Reid Gl.
Zigzag Gl.
White River Gl.
Newton Clark Glacier
Shellrock Mtn.
Elk Mtn
Gunsight Butte
6525' Lookout Mtn
Bennett Pass 4670 El
Barlow Pass 4155 E
To Portland
BADGER LAKE
Bonney Butte
CLACKAMAS CO
WASCO CO
WASCO COUNTY
CLACKAMAS COUNTY
35
420
367
335
311
143
POWER PLANT
TANKS
MINE QUARRY OF ANY KIND OR OPEN PIT
FOREST SERVICE LOOKOUT OR GUARD STATION
GAGING OR PUMPING STATION
GOLF COURSE OR COUNTRY CLUB
ATHLETIC FIELD OR AMUSEMENT PARK
SMALL PARK (S.P. STATE S.P. OR N.P. MONT)
FAIRGROUNDS, RACE COURSE OR SPEEDWAY
CEMETERY
STATE CAPITAL
COUNTY SEAT
OTHER CITIES WITH POST OFFICE
UNITED STATES HIGHWAY SYSTEM
FEDERAL AID HIGHWAY SYSTEM
FEDERAL AID SECONDARY HIGHWAY SYSTEM
STATE HIGHWAY SYSTEM
RAILROAD GRADE CROSSING
RAILROAD ABOVE R.R.
RAILROAD BELOW R.R.
RAILROAD STATION
NAVIGATED NATURAL STREAM
LOCKS
IRRIGATION DITCH
DAM
AIR LINES
MARKED AUXILIARY LANDING FIELD
EMERGENCY LANDING FIELD
…UME
…BAND ARE THE
…C VOLUMES
…N OF ROAD
…AS SHOWN.



TRAFFIC VOLUME

FIGURES PARALLELING ROAD BAND ARE THE 1941 ANNUAL DAILY TRAFFIC VOLUMES AND APPLY TO THE SECTION OF ROAD BETWEEN ROAD JUNCTIONS AS SHOWN.



TRAFFIC VOLUME

FIGURES PARALLELING ROAD BAND ARE THE 1941 ANNUAL DAILY TRAFFIC VOLUMES AND APPLY TO THE SECTION OF ROAD BETWEEN ROAD JUNCTIONS AS SHOWN.

S-173 (1) Cameron Bridge over Applegate 1954
River on Applegate Road
4274

S-173 (1) Cameron Bridge over Applegate 1954
River on Applegate Road

4274

~~Form~~ A-150—10M—12-54

INVOICE

Oregon State Highway Department

Salem, Oregon

NOTED
J. W. CATTRALL

RECEIVED
JAN 13 1956

Jackson County
Medford, Oregon
Contract 4274
L. 173(1)

Attn: County Court

Invoice No. 43129

Date January 11, 1956

Your Req. No.

Billing Request No. cc-206

Credit distribution: 515-1041-297

Final billing county's share of total cost Cameron Bridge, FAS 559, Jackson County, covered by agreement dated August, 1954.

Original advance deposit	11,516.71	
Less: Amount previously transferred	8,316.71	
Balance Advance Deposit		3,200.00
County share of total costs as per attached	10,027.11	
Less: Amount previously transferred	8,316.71	
Amount due		1,710.40
Balance to be retained		$1,489.60

NOTED
J. F. HAC

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $

By Gkw

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

cc: Mr. Paul Rynning, Co. Engr.

NOTED
J. F. HAC

NOTED
[illegible] JONES

NOTED
J. W. CATTRALL

January 3, 1956

Jackson County Court
Courthouse
Medford, Oregon

FAS 559

NOTED
Harold C. A

Gentlemen:

Final costs are now available for the Cameron Bridge on FAS 559 and it has been determined that the agreed county share of these costs is $10,027.11 as shown in the attached cost statement. As the County initially deposited $11,516.71 ($9,500 cash and $2,016.71 refund due on Thompson Creek Bridges which was retained by letter authorization of County Court), a refund of $1,489.60 will be made within the next few days. This refund will be by means of a check from our Accounting Division.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

cc: Mr. Paul Rynning, Co. Engr.

NOTED
J. F. [illegible]

OREGON STATE HIGHWAY DEPARTMENT ITEMIZED STATEMENT OF FINAL COSTS

County Jackson Contract No. [illegible]27[illegible] Date [illegible]

FAS 55[illegible] Section Cameron Bridge (Completed [illegible])

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
1. Shoring, cribbing, etc.	[illegible]	$[illegible]	[illegible]	$ [illegible]
2. Structural excavation	c.y.	4.[illegible]	[illegible]7.2[illegible]	7[illegible]
3. Struc. excav. below elevs. shown	c.y.	[illegible]	3[illegible].77	3[illegible]7.7[illegible]
4. Class A concrete	c.y.	54.[illegible]	544.5[illegible]	29,[illegible]
5. Metal reinforcement	lb.	[illegible]	125,5[illegible]	1[illegible]
FA 71 Cement adjustment	bbl.	4.14	47.7	197.48
FA 72 Painting rockers	[illegible]	30.[illegible]	[illegible]	30.[illegible]
			Subtotal	$ 4[illegible],[illegible]46.7[illegible]
			Construction Engineering	[illegible]
			TOTAL CONSTRUCTION COST	$ 5[illegible],[illegible]32.22
			FEDERAL FUNDS ALLOTTED FOR PROJECT	[illegible],875.[illegible]

JACKSON COUNTY SHARE TOTAL COSTS
1/2 of difference between total costs and Federal funds
($5[illegible],[illegible]32.22 - $31,875.[illegible]) x 1/2 = $[illegible],027.11

County Advance Deposit
Cash $ [illegible]
Refund on Thompson Creek bridges
retained as per letter from
County Court dated [illegible] 2,[illegible] $11,516.73
Less County share total cost [illegible],027.11

Refund due Jackson County........................ $ 1,4[illegible]

JFE:mm

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

October 11, 1954

Jackson County Court
Court House
Medford, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Gentlemen:

Attached is a "Statement of Final Costs" covering the Thompson Creek bridges on FAS 558. As per the County Court's letter of August 13th, the refund due Jackson County of $2,016.71 is being retained as part of the advance deposit in connection with the Cameron bridge on FAS 559.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

cc: Mr. Paul Rynning, County Engineer

RECEIVED
MAR 9 1955
FOR FILING

S-123(1)
4274
(CONTRACT NO.)

OREGON STATE HIGHWAY DEPARTMENT
(date)
February 18, 1955

	(EST. NO.)	(CONTRACTOR)
4274	6-Final	Harley E. Lowe and Ellis Besson
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
2989	R-116029	$ 4,115.51	2/18/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

Specified Completion Date: June 30, 1955

Time Extensions: None

Completion Date: Jan. 25, 1955

Date Accepted: March 2, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-7-55

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: Ruth Rawlings

RECEIVED

FOR FILING

S - 11 (1)

[illegible]

February 9, 1955

REGISTERED MAIL

Pacific Indemnity Co.
240 Henry Bldg.
Seattle, Washington

Gentlemen:

State Highway Contract No. 4274 for constructing Cameron Bridge over the Applegate River in Jackson County was completed by the contractor, Harley E. Lowe & Ellis Beeson, on January 25, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $4,115.51 will be released to the contractor after acceptance by the State Highway Commission. The total contract amount is $49,446.76 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Robinson, Potter & Shepherd Insurance Agency
U. S. National Bank Bldg.
Medford, Oregon

ED ON CARD

Form PR 2 (Revised 1950)

18 1463

State Oregon

Project No. S-173(1)

Federal Aid Secondary

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

S-173(1)

4274

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 28th day of October, 1954, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 10th day of May, 1954, a program, which was approved on the 1st day of June, 1954, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were ~~recommended for approval~~ approved by the District Engineer of the Bureau of Public Roads on the 23rd day of July, 1954; and

Whereas the ~~Division~~ District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of thirty-four thousand, eight hundred and 00/100 dollars ($34,800.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

A4.62

GPO 16—11370-5

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; (Include date and citation of Chapter 529, Laws 1939. act of legislature by which authorized)

(*b*) From other sources Cash deposited by Jackson County with the Highway Department.

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 121+82.08 and survey station 124+76.08, both in the SW 1/4, Section 15, T. 39 S., R. 3 W., W.M., without exception, , length 0.056 miles, in Jackson County, being Oregon Federal Aid / Secondary project No. S-173(1), consisting of 0.000 miles of roadway and one bridges~~, each~~ of more than 20 feet clear span, 0.056 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of thirty-four thousand, eight hundred and 00/100 dollars ($34,800.00), which does not exceed the authorized Federal pro rata share of fifty-six thousand, two hundred twenty-six and 50/100 dollars ($56,226.50), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

H B Glaisyer

SECRETARY

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Ben R Chandler

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By M R McIver

Member, State Highway Commission
(Title of officer)

By ____________________
____
(Title of officer)

By ____________________
____
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By ____________________
~~Acting~~ *Division Engineer,*
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11370-5

A4.62

NOV 23 1954

RECEIVED
OCT 15 1954
DISTRICT

Oregon State Highway Department

Federal Aid Secondary
Project No. S-173 (1)

CAMERON BRIDGE ON THE APPLEGATE ROAD

IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 23, 1954

Type Code X021
Cameron Bridge (Sta. 121+82.08 to Sta. 124+76.08)(Contract No. 4274)

All Required	Shoring, Cribbing, Etc.		$ 3,000.00
290 cu. yd.	Structural Excavation	$ 4.00	1,160.00
30 cu. yd.	Excavation Below Elevation Shown	10.00	300.00
570 cu. yd.	Class "A" Concrete	54.00	30,780.00
127,000 lbs.	Metal Reinforcement	0.125	15,875.00
	Subtotal		$ 51,115.00
	10% Engr. & Cont.		5,111.50
	Total		$ 56,226.50

Length of Structure 0.056 mile

Federal Funds- -	34,800.00
State Funds- -	10,713.25
County Funds- -	10,713.25
	$56,226.50

State Funds for Constr: Chp. 175, laws 1917; Chap. 31, laws 1920, Chap. 529, laws 1939.

Funds for Maint: Chap. 529, laws 1939.

Note: Cash has been deposited by Jackson County with the Higway Department

Federal Aid Secondary
Project No. S-173 (1)

egon State Highway Department

CAMERON BRIDGE ON THE APPLEGATE ROAD

IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 23, 1954

Type Code X021
Cameron Bridge (Sta. 121+82.08 to Sta. 124+76.08)

All Required		Shoring, Cribbing, Etc.	$	$ 5,000.00
290	cu. yd.	Structural Excavation	7.00	2,030.00
30	cu. yd.	Excavation Below Elevation Shown	10.00	300.00
570	cu. yd.	Class "A" Concrete	62.00	35,340.00
127,000	lbs.	Metal Reinforcement	0.115	14,605.00
		Subtotal		$57,275.00
		10 % Engr. & Cont.		5,727.50
		Total		$63,002.50

Length of Structure 0.056 mile

Federal Funds	$37,800.00
State Funds	12,601.25
County Funds	12,601.25
	$63,002.50

RECEIVED
OCT 4 - 1954
FOR FILING

[illegible]
[illegible]

September 30, 1954

Harley E. Lowe and Ellis Beeson
Contractors
P.O. Box 25
Talent, Oregon

Gentlemen:

We enclose herewith a fully executed copy of Contract No. 4274, which was awarded to you August 16, 1954 by the State Highway Commission, covering bridge construction of the Cameron Bridge over the Applegate River on the Applegate Road, Jackson County. This copy is for your files.

A copy of this contract is also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

Form A-150 16M 3-48

INVOICE

Oregon State Highway Department

Salem, Oregon

Jackson County
Medford, Oregon

Attn: County Court

Invoice No.	35304
Date	August 18, 1954
Your Req. No.	
Billing Request No.	CC 106
Credit distribution:	515-1041-297

Advance Deposit	9,500.00
Cameron Bridge county FAS project in Jackson County covered by agreement dated August, 1954. Partial transfer of county's share of total costs.	7,500.00
To be retained	$2,000.00

NOTED
J. F. HAGEMANN

RECEIVED
1954

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $

By

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

August 17, 1954

NOTED
Harold C.

NOTED
V. R. JONES

Mr. Paul Rynning
Jackson County Engineer
Court House
Medford, Oregon

Dear Mr. Rynning:

This is to acknowledge receipt of an advance deposit of $23,300 and a letter authorizing use of the refund due on the Thompson Creek bridges as part of the advance deposit in connection with the Hilton and Cameron bridges on FAS 273 and 559 respectively. Contract #4275 was awarded to Tom Lillebo for the Hilton bridge and Contract #4274 was awarded to Lowe & Beeson for the Cameron bridge. A copy of each contract will be forwarded as soon as available.

In regard to your request of August 16th, a tabulation of the bids showing unit prices will also be forwarded as soon as available; however, it is generally two to three weeks after the bid letting before copies are printed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

PAUL B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 798
MEMBER A. A. E.
MEMBER P. E. O.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

August 16, 1954

Mr. John G. Cattrall, Engineer
County & City Relations
Oregon State Highway Department
Salem, Oregon

Dear Sir:

I received the tabulation of bids received August 9th and 10th, including the Cameron Bridge and the Hilton Bridge.

I was very well pleased with both these bids. My estimate on the Cameron Bridge was $55,500.00 and on the Hilton Bridge, $69,040.00.

Would it be possible for me to get a tabulation of bids showing unit prices? I am curious as to how the different contractors figured their bids.

Very truly yours,

Paul B Rynning
Paul B. Rynning
County Engineer

PBR:s

RECEIVED
AUG 17 1954
OREGON
STATE HIGHWAY COMMISSION

Salem, Oregon
August 16, 1954

NOTED
Harold C. Ayers

Mr. W. C. Williams
OFFICE

NOTED
V. R. JONES

We have received this date a deposit of $11,500 from Jackson County in connection with the Cameron Bridge on FAS 999. This project is now clear for award of a contract.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

cc: G. S. Paxson
S. H. Probert

PAUL B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 798
MEMBER A. A. E.
MEMBER P. E. O.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

August 14, 1954

Mr. John G. Cattrall, Engineer
County & City Relations
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cattrall:

Enclosed find county warrant No. 97282 in the amount of $23,300.00 for Jackson County's advance deposit for the cost of Cameron and Hilton Bridges.

I am also enclosing a letter from the county court authorizing the commission to use the refund due on the 1954 projects as part of the advance deposit for the Cameron Bridge.

Very truly yours,

Paul B. Rynning

Paul B. Rynning
County Engineer

PBR:s
Enclosures (2)

Warrant 97282 for $23,300.00
to County Rd. Advance fund
8-16. [illegible]

RECEIVED
AUG 16 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible] 1954
[illegible]

JACKSON COUNTY COURT
MEDFORD, OREGON

August 13, 1954

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

This will authorize you to use the refund due Jackson County on the 1954 F. A. S. Projects as a part of the advance deposit required for the Cameron Bridge.

Yours very truly,
JACKSON COUNTY COURT:

Rodney Keating
County Judge

County Commissioner

County Commissioner

NOTED
V. R. JONES

NOTED
Harold C. Ayers

file

August 11, 1954

Mr. Paul Rynning
Jackson County Engineer
Court House
Medford, Oregon

Dear Mr. Rynning:

On August 10th the Highway Commission received satisfactory bids from Lowe and Beeson of Talent and Tom Lillebo of Reedsport for constructing the Cameron and Hilton bridges respectively on FAS 559 and 273. As per the agreements between state and county, the following advance deposits are required from the county prior to award of a contract:

CAMERON BRIDGE (Lowe & Beeson)	
Bid Items	$51,115.00
12-1/2% Engineering & Contingencies	6,389.38
Estimated Total Cost.....	$57,504.38
Advance Deposit	
20% of $57,504.38 =	$11,500.88--or say $11,500
HILTON BRIDGE (Tom Lillebo)	
Bid Items	$61,500.00
12-1/2% Engineering & Contingencies	7,687.50
Estimated Total Cost.....	$69,187.50
Advance Deposit	
20% of $69,187.50 =	$13,837.50--or say $13,800
Total Advance Deposit (2 bridges) =	$25,300
Less approx. refund due county on 1954 projects	2,000
Cash Advance Deposit Required.....	$23,300

Please make this deposit by means of a warrant or check payable to the Oregon State Highway Commission forwarding same to this office. Also furnish a letter authorizing the Highway Commission to use the refund due on the 1954 FAS projects as part of the advance deposit required for the Cameron Bridge. Upon receipt of said deposit and letter, a contract will be awarded.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

NOTED
Harold C. Ayers

August 18, 1954

Mr. C. G. Polk, District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

NOTED
V. R. JONES

Dear Sir:

Attached are three copies each of a maintenance agreement and encroachment resolution in connection with Oregon Project No. S-173(1), Cameron Bridge, FAS 559, in Jackson County.

We have on file executed copies of an agreement covering Jackson County's participation in the total cost of the project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JDG:MM
Att.

NOTED
J. F. HAGEMANN

RECEIVED
AUG 17 1954
FOR FILING

[illegible]
[illegible]
[illegible]

S-173 (1)

August 17, 1954

County Court of Jackson County
Court House
Medford, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Jackson County one fully executed copy each of a Maintenance Agreement and Finance Agreement between the State Highway Commission and Jackson County covering the Cameron Bridge over Applegate River on the Applegate Road, FAS 559, in Jackson County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

RECEIVED
AUG 18 1954
FOR FILING

Const.
Fed. Aid
[illegible]

8-193(1)

Salem, Oregon
August 17, 1954

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto for further handling are four certified copies of a Maintenance Agreement and one conformed copy of a Finance Agreement with Jackson County covering the Cameron Bridge over Applegate River on the Applegate Road, FAS 559, in Jackson County.

The originals of each of the above agreements have been retained in this office for the Commission's files and one fully executed copy of each have been sent to the County Court of Jackson County.

Secretary

FT
Attach: 5

FORM E-30 25M 9-51 52815

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1954

SUBJECT:

To: Mr. W. C. Williams
OFFICE

Glaisyer

Attached are three copies of a finance agreement covering the Cameron Bridge over Applegate River on the Applegate Road, FAS 559, in Jackson County. Two copies of the agreement have been executed by the proper county officials and are now ready for presentation to the Highway Commission. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either certified true or fully executed copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on September 24, 1953.

John W. Cattrall
Engineer, County and City Relations

By

Graham

John D. Graham
Office Engineer

JDG:MM
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 9-24-53 Minute Page 54
H B Glaisyer
Secretary

RECEIVED
AUG 3 1954
Office of
STATE HIGHWAY ENGINEER

RECEIVED
AUG 2 6 1954
FOR FILING

agent

5-1[illegible](1)
4114

[illegible]

[illegible]

Gentlemen:

[illegible]

[illegible] will be mailed to you directly for execution.

[illegible] to you of this date.

Very truly yours

[illegible]

cc:

[illegible]
Mrs. [illegible] Lewis

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 16, 1954
10:45 a.m.

Lowe & Benson
Talent, Oregon

Contract for construction of Cameron Bridge over Applegate River on Applegate Road in Jackson County for which you submitted the low bid on August 10 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc - CONFIRMATION
Accounting ([illegible]3-XV)
Files
C. W. Hea

By
Floyd Query, Assistant Secretary

cc: H. G. Smith
S. H. Probert
R. G. Savage-SIAC
G. S. Paxson

RECEIVED
FOR FILING

August 11, 1954

Lowe & Beeson
P. O. Box 25
Talent, Oregon

Gentlemen:

The State Highway Commission on August 10, 1954 accepted your bid in the amount of $51,115 for construction of Cameron Bridge over Applegate River on Applegate Road in Jackson County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

mm
cc: H. G. Smith
[illegible]. H. Probert
R. G. Savage-[illegible]IAC
G. [illegible]. Paxson

NOTED
V. R. JONES

NOTED
Harold C. Ayers

August 3, 1954

Mr. Paul Rynning
Jackson County Engineer
Medford, Oregon

Dear Mr. Rynning:

This is to acknowledge receipt of signed copies of all documents required in connection with the Cameron and Hilton Bridge FAS projects on FAS 559 and 273.

Thank you for your cooperation in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

orm cc-12 (1954 Rev.)

Oregon Project S-173(1)
FAS 559

RESOLUTION

8-2-54

WHEREAS, a county road in Jackson County, State of Oregon, known as the Applegate County Road, is routed through the County of Jackson, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Jackson County, the section adopted for improvement being more particularly described as follows; to wit:

> A R.C.D.G. bridge 294 feet long, known as the Cameron Bridge, over the Applegate River approximately 4-1/2 miles south of Ruch.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Jackson will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Jackson County, Oregon, that no encroachments will be permitted on the county road known as the Applegate County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Jackson County, Oregon, this 2nd day of August, 1954.

By ______________________
County Judge

Attest:

____
County Clerk

By ______________________
County Commissioner

By ______________________
County Commissioner

PAUL B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 798
MEMBER A. A. E.
MEMBER P. E. O.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

NOTED
V. R. JONES

August 2, 1954

Mr. John F. Hagemann
Engineer County & City Relations
Oregon State Highway Department
Salem, Oregon

Dear Mr. Hagemann:

I am herewith enclosing, duly executed by the County Court the following documents:

1. 5 Resolutions FAS 559 - Cameron Bridge
2. 6 Agreements - Cameron Bridge
3. 2 Agreements with exhibits attached - Cameron Bridge.

4. 5 copies of Resolution FAS 273 - Hilton Bridge
5. 6 Agreements - Hilton Bridge
6. 2 Agreements with exhibits attached - Hilton Bridge.

Very truly yours,

Paul B. Rynning
Paul B. Rynning
County Engineer

PBR:s
Enclosures: 26

[illegible]

RECEIVED
[illegible] 1954

NOTED
V. R. JONES

NOTE
Harold C. Ayers

July 29, 1954

[illegible] 273

Mr. Paul Rynning
Jackson County Engineer
Medford, Oregon

Dear Mr. Rynning:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Cameron Bridge on FAS 559 upon which bids will be accepted on August 10th. A similar set of documents is also enclosed for the Hilton Bridge on FAS 273.

The finance agreements cover state and county participation in costs and provide for an advance deposit to be made by the county after the low bids have been determined and prior to award of contract. The estimated total cost, including engineering and contingencies, for the Cameron Bridge is $64,400 and $77,000 for the Hilton Bridge; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's deposit. Please consider these estimates as confidential. You will be notified immediately after bids have been received of the amount of the advance deposits required. The agreements have been written so that the entire cost of each bridge will be covered by FAS funds with fiscal year 1956 funds to be used for all costs in excess of the $113,000 balance of fiscal years 1954 and 1955 funds available to Jackson County.

The maintenance agreements and encroachment resolutions are standard forms required by the Bureau of Public Roads in connection with projects of this nature. The maintenance agreements provide that the county agrees to maintain the completed projects in a manner satisfactory to the B.P.R., and the encroachment resolutions provide that the county will permit no encroachments on the right of way which will permanently interfere with the free and convenient flow of traffic.

The sets of plans and specifications are for your information and records. The specifications provide that the projects shall be completed not later than June 30, 1955.

If satisfactory, please have the Court sign, the County Clerk attest, with seal, and return all copies of each agreement and five copies of each resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned to you. Please mail the signed documents so as to arrive in this office not later than August 4th.

NOTED
J.F. HAGEMANN

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John F. Hagemann

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

July 23, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project S-173(1), Cameron Bridge over Applegate River on the Applegate Road, subject to your making any changes found necessary after completion of our detailed check of the plans. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Please furnish the usual copies of maintenance agreement and encroachment resolution to cover this project.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
AUG 5 1954
OREGON
STATE HIGHWAY COMMISSION

Att.

NOTED
Harold C. Ayers

October 6, 1953

Jackson County Court
Court House
Medford, Oregon

J. F. HAGEMANN

Gentlemen:

On September 24th the Highway Commission approved the Federal Aid Secondary project as shown in the attached tabulation. The details as set forth in this tabulation are believed to conform with the Court's request.

Approval by the Bureau of Public Roads and preparation of plans and specifications are now required prior to contracting the proposed project. Preliminary engineering will be handled by our Bridge Division in Salem and will proceed as rapidly as available engineering personnel will permit.

As you know, the county will be required to make an advance deposit of 20% of the estimated total cost before award of a contract. In the case of Jackson County, this will be approximately $21,000 and will be covered by an agreement at a later date.

If you wish any further information on this matter, please advise.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Att.

PROPOSED PROJECTS
JACKSON COUNTY
AVAILABLE FUNDS - $105,000

FAS 273 - Bear Creek Bridge - $55,000.

FAS 559 - Applegate River Bridge - $50,000.
The proposed projects are to replace the existing bridges over Bear Creek and the Applegate River. The FAS project will be for the structures only with the county performing all road approach work required.

A preliminary estimate by the Bridge Division for these structures is $67,000 for the Bear Creek Bridge and $55,000 for the Applegate River Bridge; however, the county has stated that it will furnish all costs in excess of FAS funds as required.

9/1/53

NOTED
Harold C. Ayers

Salem, Oregon
September 4, 1953

Mr. G. S. Paxson
Bridge Engineer

J. W. [illegible]

NOTED
J. F. HAGEMA

Attached is a copy of a letter from Paul Rynning, Jackson County Engineer, and vicinity maps in connection with the Hilton and Cameron projects proposed for construction as FAS projects next year. Jackson County has approximately $105,000 of FAS funds available and, as per the attached letter, the county has agreed to pay all costs in excess of this amount. The Federal-aid funds have been programmed at $50,000 for one bridge and $55,000 for the other.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:MM
Att.

September 4, 1953

Mr. Paul Rynning
Jackson County Engineer
Medford, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of August 31 with attached vicinity maps covering the Hilton and Cameron bridges.

It appears at this time that all counties will use their 1954 and 1955 FAS allocations.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM

PAUL B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 798
MEMBER A. A. E.
MEMBER P. E. O.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

August 31, 1953

RECEIVED
[illegible] 1953

Mr. John Cattrall, Engineer
County and City Relations
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cattrall:

Some time ago your commission approved for 1954 F.A.S. program two bridges in Jackson County; one on the Table Rock Road over Bear Creek known as the Hilton Bridge and one on the Applegate Road over the Applegate River and known as the Cameron Bridge. I am herewith enclosing a vicinity map of each bridge site.

Mr. Paxson and Mr. Stephenson during one of their trips to this county made the inspection of these two sites and I gave them tentative vicinity maps for preliminary studies. They are therefore familiar with both of these proposed projects.

The design of the Hilton Bridge should be H-20-S16 loading, 26 foot width roadway, 3½ foot walks on each side and angle iron type rail. The contract should include the dismantling of the existing structure and the construction of the new bridge. The county will make all road approaches and surfacing after the bridge is constructed.

The design of the Cameron bridge should be H20-S16 loading, 24 foot width roadway, parapet type curb and rails. The contract to cover construction of the new bridge only. The county will make road approaches and dismantle the existing bridge.

The county court has definitely asked me to put these on the 1954 program. I realize that the cost of the two bridges will more than absorb funds available using the regular formula. The county however, will pay for all costs over and above funds available from federal and state allocations.

If some counties do not take advantage of the F.A.S. federal and state allocations, is it possible for other counties to make application for such non-used funds? If so, we would like to make applications for any funds which may be available.

FORM S-123 20M REVISED 3-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

August 10, 1953

Mr. Paul B. Rynning
County Engineer
Jackson County
Medford, Oregon

NOTED
J. F. HAGEMANN

NOTED
Harold C. Ayers

Dear Sir:

I have not yet received the vicinity maps for the Applegate River Bridge or for the Hilton Bridge over Bear Creek. However, we have been doing some preliminary studies based on inspections which we have made in the field.

A very preliminary estimate of the Applegate River Bridge, in which we have used the old 90-foot steel span from the Hilton site and have widened it to 24 feet of roadway, shows a cost of $70,000 to $75,000. The widening of the steel is based on the bids which we received for a similar project in Linn County. In contrast to this, our estimates on a concrete viaduct which will give a 70-foot main span is in the neighborhood of $55,000. These estimates are very rough, but it does not appear that it would be economical to use the Hilton span provided, of course, that the 70-foot main span in the concrete job is long enough. These estimates are based on a structure of the same length as the present bridge, which is 205 feet.

It might be more advisable to figure on a use of the Hilton bridge steel span at some location where the widening would not be necessary. I would appreciate your advice in the matter.

A very preliminary estimate of the cost of the Hilton Bridge using a concrete viaduct 250 feet in length is $67,000.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm
cc J. W. Cattrall

22345

It was our intention to use the steel truss from the Hilton Bridge for the Cameron Bridge, widening the same from 19 feet to 24 feet. Mr. Paxson advised me that this is not economical and our plans now are to build entirely new structures of concrete at both sites. The steel span at the existing Hilton Bridge is to be dismantled, match-marked and hauled to the county shops for storage where it will be left until we can find a location where its present width will adequately serve.

Very truly yours,

Paul B. Rynning
County Engineer

PBR:s

Encls. (2)

S-102(2) Hilton Bridge over Bear Cr., 1954
Table Rock Rd.
#4275

S-102(2) Hilton Bridge over Bear Cr., 1954
Table Rock Rd.
#4275

NOTED

Salem, Oregon
April 23, 1956

Retention Jackson County Refund
Hilton Bridge, FAS 273
Request for Outside Billing cc-228
Dated 4/13/56

Mr. H. G. Maison
OFFICE

Attention: Mr. John Herr

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

Jackson County has requested by letter of April 19th that the $904.14 refund due the county as per the subject "Request for Outside Billing" be retained in the advance deposit fund to apply toward future FAS projects in Jackson County.

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm

PAUL B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 798
MEMBER A. A. E.
MEMBER P. E. O.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

NOTED
J. W. CATTRALL

April 19, 1956

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. John W. Cattrall, Engineer
County and City Relations

Dear Sir:

In answer to your letter of April 17 wherein Jackson County was advised that it has a refund of $904.14 due from the construction costs of Hilton Bridge on FAS 273, the County Court have asked me to request you to retain this amount and apply it on our future FAS projects.

Very truly yours,

Paul B Rynning
Paul B. Rynning
County Engineer

PBR:op

RECEIVED
APR 20 1956
OFFICE OF
STATE HIGHWAY ENGINEER

Form A-130—1024—9-55

INVOICE

Oregon State Highway Department

SALEM, OREGON

Invoice No. 44657

Date April 18, 1956

Your Req. No.

Billing Request No. 80-220

Credit distribution: 515-1012-297

Jackson County
Medford, Oregon

Final billing county's share total cost of Milton Bridge, FAS 273, Jackson County. Covered by agreement dated August, 1954.

Original advance deposit	13,800.00	
Less: Amount previously transferred	11,000.00	
Balance Advance Deposit		2,800.00
County share of total costs as per attached	12,895.86	
Less: Amt. previously transferred	11,000.00	
Balance		1,895.86
To be refunded		$ 904.14

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $________________

By ________________________________

State Printing 88944

[illegible]
[illegible]

[illegible]

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

cc: Mr. Paul Rynning, Co. Engr.

NOTED
J. W. CATTRALL

April 27, 1956

Jackson County Court
Courthouse
Medford, Oregon

Gentlemen:

Final costs of the Hilton Bridge on FAS 273 are now available and it has been determined that the agreed county share of these costs is $12,895.86 as shown in the attached cost statement. As the county initially deposited $13,800 a refund of $904.14 is due. This refund will be made by means of a check from our accounting division within the next few days.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

cc: Mr. Paul Rynning, Co. Engr.

NOTED
J. W. CATTRALL

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

County Jackson

Contract No. 4279

Date 4.13.56

FAS 273

Section Hilton Bridge. Completed 6 30 55.

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
1. Remove old bridge	all	$5,000.00	100%	$ 5,000.00
2. Shoring, cribbing, etc.	all	3,000.00	100%	3,000.00
3. Structural excavation	c.y.	3.00	420	1,260.00
4. None	--	--	--	--
5. Furnish steel piling	l.f.	3.60	2,400	8,640.00
6. Drive Piles	each	40.00	80	3,200.00
7. Class A Concrete	c.y.	55.00	455.24	25,038.20
8. Metal Reinforcement	lb.	.11	114,533	12,598.63
9. 8" metal drain pipe	l.f.	4.00	42	168.00
FA# 1 Splice steel piling	each	5.00	4	20.00
FA# 2 Cement adj. favor of contr.	bbl.	4.14	37.95	157.11
FA# 3 Paint rocker assembly	all	25.00	100%	25.00

Subtotal..................	$59,106.94
Install permanent signs...	143.83
Construction engineering..	[illegible]

TOTAL CONSTRUCTION COSTS.................. $65,431.72

FEDERAL FUNDS COLLECTED FOR PROJECT....... $39,840.00

AGREED COUNTY SHARE TOTAL COSTS

50% of difference between total costs and federal funds:
($65,431.72 - $39,840.00) ÷ 2 = $12,795.86

County Advance Deposit.............	$13,500.00
Less County Share Total Cost.......	12,795.86

REFUND DUE JACKSON COUNTY.......... $ 704.14

JFB:mm

RECEIVED
SEP 19 1955
FOR FILING
S-102 (2)

P

OREGON STATE HIGHWAY DEPARTMENT
(date)
September 13, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4275	6-Final	Tom Lillebo	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
18315	R-131701	$ 5,589.44	9/13/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date:	6-30-55
Time Extensions:	none
Completion Date:	6-30-55
Date Accepted:	8-11-55
Penalties:	none
Claims:	none
Remarks:	

Date: 9-14-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: SEP 14 1955

Ruth Rawlings

6

RECEIVED
AUG 31 1955
FOR FILING

S-173(1)
4275

August 31, 1955

CERTIFIED MAIL

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 4275 for constructing Hilton Bridge over Bear Creek on the Table Rock Road in Jackson County was completed by the contractor, Tom Lillebo, on June 30 and was formally accepted by the Highway Commission on August 11, 1955.

Final payment in the amount of $5,589.44 will be released to the contractor on or after September 10, 1955. The total contract amount is $59,706.94 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

gl

August 19, 1955

NOTED
Harold C. Ayers

Jackson County Court
Court House
Medford, Oregon

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

Gentlemen:

This is to advise you that work on Contract No. 4275 with Tom Lillebo for constructing the Hilton Bridge over Bear Creek on the Table Rock Road, FAS 273, in Jackson County was completed on June 30, 1955.

Under the terms of the maintenance agreement signed by the Court on August 8, 1954, and by the Highway Commission on August 9, 1954, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm

1458 P

Form PR 2 (Revised 1950)

State Oregon

Federal Aid Secondary Project No. S-102(2)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

S-102(2)

4275

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 28th day of October, 1954,

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 10th day of May, 1954, a program, which was approved on the 1st day of June, 1954, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were ~~r[illegible]~~ approved by the District Engineer of the Bureau of Public Roads on the 23rd day of July, 1954; and

Whereas the ~~[illegible]~~ District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of forty-one thousand, eight hundred and 00/100 dollars ($41,800.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources Cash deposited by Jackson County with the Highway Department.
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 90+55 and survey station 92+75, all in the S 1/2, Section 12, T. 37 S., R. 2 W., W.M., without exception,

, length 0.042 miles, in Jackson County, being Oregon Federal Aid / Secondary project No. S-102(2), consisting of 0.000 miles of roadway and one bridge of more than 20 feet clear span, 0.042 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of forty-one thousand, eight hundred and 00/100 dollars ($41,800.00), which does not exceed the authorized Federal pro rata share of sixty-seven thousand, six hundred fifty and 00/100 dollars ($67,650.00), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest
H B Glaisyer
SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Ben R Chandler
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By M K McIver
Member, State Highway Commission
(Title of officer)

By ____________
(Title of officer)

By ____________
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By ____________ Division Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379 5

A4.62

NOV 23 1954

1954

RECEIVED
OCT 18 1954

Oregon State Highway Department

Federal Aid Secondary
Project No. S-102 (2)

HILTON BRIDGE ON THE TABLE ROCK ROAD

IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, Sept. 23, 1954

Type Code X021
Hilton Bridge (Sta. 90+55 to Sta. 92+75)(Contract No. 4275)

All Required	Remove Old Bridge		$ 5,000.00
All Required	Shoring, Cribbing, Etc.		3,600.00
430 cu.yd.	Structural Excavation	$ 3.00	1,290.00
40 cu.yd.	Excavation Below Elevation Shown	6.00	240.00
2,500 lin.ft.	Furnish Steel Piling	3.60	9,000.00
80 only	Drive Steel Piles	40.00	3,200.00
470 cu.yd.	Class "A" Concrete	55.00	25,850.00
120,000 lbs.	Metal Reinforcement	0.11	13,200.00
30 lin.ft.	8-inch Metal Drain Pipe	4.00	120.00
		Subtotal	$61,500.00
		10% Engr. & Cont.	6,150.00
		Total	$67,650.00

Length of Structure 0.042 mile

Federal Funds	$41,800.00
State Funds	12,925.00
County Funds	12,925.00
	$67,650.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

Funds for Maint: Chap. 529, laws 1939.

Note: Cash has been deposited by Jackson County with the Highway Department.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-102 (2)

HILTON BRIDGE ON THE TABLE ROCK ROAD

IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 23, 1954

Type Code X021
Hilton Bridge (Sta. 90+55 to Sta. 92+75)

All Required		Remove Old Bridge	$	$ 3,000.00
All Required		Shoring, Cribbing, Etc.		3,000.00
430	cu. yd.	Structural Excavation	7.00	3,010.00
40	cu. yd.	Excavation Below Elevation Shown	10.00	400.00
2,500	lin. ft.	Furnish Steel Piling	4.50	11,250.00
80	only	Drive Steel Piles	60.00	4,800.00
470	cu. yd.	Class "A" Concrete	62.00	29,140.00
120,000	lbs.	Metal Reinforcement	0.115	13,800.00
30	lin. ft.	8-inch Metal Drain Pipe	4.00	120.00
			Subtotal	$68,520.00
			10% Engr. & Cont.	6,852.00
			Total	$75,372.00

Length of Structure 0.042 mile

Federal Funds	$41,800.00
State Funds	15,074.00
County Funds	18,498.00
	$75,372.00

RECEIVED
OCT 4 - 1954
FOR FILING

September 30, 1954

Mr. Tom Lillebo
Contractor
Reedsport
Oregon

Dear Sir:

We enclose herewith a fully executed copy of Contract No. 4275, which was awarded to you August 16, 1954 by the State Highway Commission, covering bridge construction on the Hilton Bridge over Bear Creek on the Table Rock Road in Jackson County. This copy is for your files.

A copy of this contract is also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

Form A-180 10M 3-54

INVOICE

Oregon State Highway Department

Salem, Oregon

Invoice No. 35503

Date August 18, 1954

Your Req. No.

Billing Request No. CC 107

Credit distribution: 515-1042-297

Jackson County
Medford, Oregon

Attn: County Court

Advance Deposit	13,800.00
Hilton Bridge county FAS project in Jackson County covered by agreement dated August, 1954.	
Partial transfer of county's share of total costs.	11,000.00
To be retained	$ 2,800.00

NOTED
J. F. HAGEMANN

RECEIVED
1954

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $________________

By ________________________________

---

bid-letting before copies are printed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

August 17, 1954

NOTED
Harold C.

NOTED
V. R. JONES

Mr. Paul Rynning
Jackson County Engineer
Court House
Medford, Oregon

Dear Mr. Rynning:

This is to acknowledge receipt of an advance deposit of $23,300 and a letter authorizing use of the refund due on the Thompson Creek bridges as part of the advance deposit in connection with the Hilton and Cameron bridges on FAS 273 and 559 respectively. Contract #4275 was awarded to Tom Lillebo for the Hilton bridge and Contract #4274 was awarded to Lowe & Beeson for the Cameron bridge. A copy of each contract will be forwarded as soon as available.

In regard to your request of August 16th, a tabulation of the bids showing unit prices will also be forwarded as soon as available; however, it is generally two to three weeks after the bid letting before copies are printed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

PAUL B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 798
MEMBER A. A. E.
MEMBER P. E. O.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

August 16, 1954

Mr. John G. Cattrall, Engineer
County & City Relations
Oregon State Highway Department
Salem, Oregon

Dear Sir:

I received the tabulation of bids received August 9th and 10th, including the Cameron Bridge and the Hilton Bridge.

I was very well pleased with both these bids. My estimate on the Cameron Bridge was $55,500.00 and on the Hilton Bridge, $69,040.00.

Would it be possible for me to get a tabulation of bids showing unit prices? I am curious as to how the different contractors figured their bids.

Very truly yours,

Paul B Rynning
Paul B. Rynning
County Engineer

PBR:s

RECEIVED
AUG 17 1954
OREGON
STATE HIGHWAY COMMISSION

Salem, Oregon
August 16, 1954

NOTED
Harold C. Ayers

Mr. W. C. Williams
O F F I C E

NOTED
V. R. JONES

We have received this date a deposit of $13,300 from Jackson County in connection with the Hilton Bridge on FAS 273. This project is now clear for award of a contract.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

cc: G. S. Paxson
S. H. Probert

PAUL B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 798
MEMBER A. A. E.
MEMBER P. E. O.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

August 14, 1954

Mr. John G. Cattrall, Engineer
County & City Relations
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cattrall:

Enclosed find county warrant No. 97282 in the amount of $23,300.00 for Jackson County's advance deposit for the cost of Cameron and Hilton Bridges.

I am also enclosing a letter from the county court authorizing the commission to use the refund due on the 1954 projects as part of the advance deposit for the Cameron Bridge.

Very truly yours,

Paul B Rynning

Paul B. Rynning
County Engineer

PBR:s
Enclosures (2)

Warrant 97282 for $23,300.00
to Cnty Hw. advance fund
8-16. F Quinn

RECEIVED
1954

RECEIVED
AUG 16 1954
OREGON
STATE HIGHWAY COMMISSION

NOTED
V. R. JONES

NOTED
Harold C. Ayers

August 11, 1954

Mr. Paul Rynning
Jackson County Engineer
Court House
Medford, Oregon

Dear Mr. Rynning:

On August 10th the Highway Commission received satisfactory bids from Lowe and Beeson of Talent and Tom Lillebo of Reedsport for constructing the Cameron and Hilton bridges respectively on FAS 559 and 273. As per the agreements between state and county, the following advance deposits are required from the county prior to award of a contract:

CAMERON BRIDGE (Lowe & Beeson)	
Bid Items	$51,115.00
12-1/2% Engineering & Contingencies	6,389.38
Estimated Total Cost.....	$57,504.38
Advance Deposit	
20% of $57,504.38 =	$11,500.88--or say $11,500
X HILTON BRIDGE (Tom Lillebo)	
Bid Items	$61,500.00
12-1/2% Engineering & Contingencies	7,687.50
Estimated Total Cost.....	$69,187.50
Advance Deposit	
20% of $69,187.50 =	$13,837.50--or say $13,800
Total Advance Deposit (2 bridges) =	$25,300
Less approx. refund due county on 1954 projects	2,000
Cash Advance Deposit Required.....	$23,300

Please make this deposit by means of a warrant or check payable to the Oregon State Highway Commission forwarding same to this office. Also furnish a letter authorizing the Highway Commission to use the refund due on the 1954 FAS projects as part of the advance deposit required for the Cameron Bridge. Upon receipt of said deposit and letter, a contract will be awarded.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

RECEIVED
AUG 1 8 1954
FOR FILING

Court
Fed. Aid
Finance Ag.
(S-105[illegible])

August 17, 1954

County Court of Jackson County
Court House
Medford, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Jackson County one fully executed copy each of a Maintenance Agreement and a Finance Agreement between the State Highway Commission and Jackson County covering the Hilton Bridge over Bear Creek project on the Table Rock Road, FAS 273, in Jackson County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

RECEIVED
AUG 19 1954
FOR FILING

Salem, Oregon
August 17, 1954

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto for further handling are four certified copies of a Maintenance Agreement and one conformed copy of a Finance Agreement with Jackson County covering the Hilton Bridge over Bear Creek on the Table Rock Road, FAS 273, in Jackson County.

The originals of each of the above agreements have been retained in this office for the Commission's files and one fully executed copy of each have been sent to the County Court of Jackson County.

Secretary

rn
Attach: 5

FORM E-30 25M 9-51 83316

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1954

SUBJECT:

To: Mr. W. C. Williams
OFFICE

Glaisyer

Attached are three copies of a finance agreement covering the Hilton Bridge over Bear Creek on the Table Rock Road, FAS 273, in Jackson County. Two copies of the agreement have been executed by the proper county officials and are now ready for presentation to the Highway Commission. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission please return four either certified true or fully executed copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on September 24, 1953.

John W. Cattrall
Engineer, County and City Relations

By

John D. Graham
Office Engineer

JDG:MM
Att.

RECEIVED
AUG 3 1954
OFFICE OF
STATE HIGHWAY ENGINEER

AUTHORIZED BY HIGHWAY COMMISSION
DATE 9-24-53 Minute Page 54
Secretary

RECEIVED
AUG 26 1954
FOR FILING

S-[illegible]
[illegible]

August 16, 1954

Mr. [illegible]
[illegible], Oregon

Dear Sir:

The State Highway Commission on August [illegible]th accepted your proposal for construction of the [illegible] over [illegible] Creek on Little [illegible] in Jackson County for the sum of $1,[illegible] and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that [illegible] the State Highway Engineer today awarded you the contract in conformity with the Commission's [illegible]. This project has been assigned Contract No. [illegible].

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms a wire to you of this date.

Very truly yours

[illegible] STATE HIGHWAY COMMISSION

Secretary

cc:

[illegible] – [illegible]. [illegible]. [illegible]
[illegible]. [illegible]. Smith
[illegible]. [illegible]. Paxson
[illegible]. [illegible]. Probert
[illegible] Lewis

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	✓

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 16, 1954
10:50 a.m.

Mr. Tom Lillebo
Reedsport, Oregon

Contract for construction of Hilton Bridge over Bear Creek on Table Rock Road in Jackson County for which you submitted the low bid on August 10 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc - CONFIRMATION
Accounting (5003-900)
Files
C. W. Head

John F. Hagemann
John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

cc: G. S. Paxson
S. H. Probert

FORM E-30 25M 9-51 52315

Const
Fed Aid
[illegible]

5-102(2)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 16, 1954

SUBJECT:

To: Mr. W. C. Williams
OFFICE

NOTED
W. C. WILLIAMS

We have received this date a deposit of $13,800 from Jackson County in connection with the Hilton Bridge on FAS 273. This project is now clear for award of a contract.

John F. Hagemann
John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

cc: G. S. Paxson
S. H. Probert

RECEIVED
FOR FILING

August 11, 1954

Mr. Tom Lillebo
Reedsport

Dear Mr. Lillebo:

The State Highway Commission on August 10, 1954 accepted your bid in the amount of $61,500 for construction of Hilton Bridge over Bear Creek on Table Rock Road in Jackson County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

nun
cc: H. G. Smith
[illegible]. H. Probert
R. G. Savage--JAC
G. S. Paxson

PAUL B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 798
MEMBER A. A. E.
MEMBER P. E. O.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

NOTED
V. R. JONES

August 2, 1954

Mr. John F. Hagemann
Engineer County & City Relations
Oregon State Highway Department
Salem, Oregon

Dear Mr. Hagemann:

I am herewith enclosing, duly executed by the County Court the following documents:

1. 5 Resolutions FAS 559 - Cameron Bridge
2. 6 Agreements - Cameron Bridge
3. 2 Agreements with exhibits attached - Cameron Bridge.

4. 5 copies of Resolution FAS 273 - Hilton Bridge
5. 6 Agreements - Hilton Bridge
6. 2 Agreements with exhibits attached - Hilton Bridge.

Very truly yours,

Paul B. Rynning
Paul B. Rynning
County Engineer

PBR:s
Enclosures: 26

NOTED
J. F. HAGEMANN

RECEIVED
[illegible] 1954

Form cc-12 (1954 Rev.)

Oregon Project S-102(2)
FAS 273

RESOLUTION

WHEREAS, a county road in Jackson County, State of Oregon, known as the Table Rock County Road, is routed through the County of Jackson, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Jackson County, the section adopted for improvement being more particularly described as follows; to wit:

A R.C.D.G. bridge 220 feet long, known as the Hilton Bridge, over Bear Creek approximately 2 miles north of Medford.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Jackson will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Jackson County, Oregon, that no encroachments will be permitted on the county road known as the Table Rock County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Jackson County, Oregon, this 2nd day of August, 1954.

By ______________
County Judge

Attest:

____
County Clerk

By ______________
County Commissioner

By ______________
County Commissioner

NOTED
V. R. JONES

NOTED
Harold C. Ayers

July 29, 1954

File this No. 273

Mr. Paul Rynning
Jackson County Engineer
Medford, Oregon

Dear Mr. Rynning:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Cameron Bridge on FAS 559 upon which bids will be accepted on August 10th. A similar set of documents is also enclosed for the Hilton Bridge on FAS 273.

The finance agreements cover state and county participation in costs and provide for an advance deposit to be made by the county after the low bids have been determined and prior to award of contract. The estimated total cost, including engineering and contingencies, for the Cameron Bridge is $64,400 and $77,000 for the Hilton Bridge; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's deposit. Please consider these estimates as confidential. You will be notified immediately after bids have been received of the amount of the advance deposits required. The agreements have been written so that the entire cost of each bridge will be covered by FAS funds with fiscal year 1956 funds to be used for all costs in excess of the $113,000 balance of fiscal years 1954 and 1955 funds available to Jackson County.

The maintenance agreements and encroachment resolutions are standard forms required by the Bureau of Public Roads in connection with projects of this nature. The maintenance agreements provide that the county agrees to maintain the completed projects in a manner satisfactory to the B.P.R., and the encroachment resolutions provide that the county will permit no encroachments on the right of way which will permanently interfere with the free and convenient flow of traffic.

The sets of plans and specifications are for your information and records. The specifications provide that the projects shall be completed not later than June 30, 1955.

If satisfactory, please have the Court sign, the County Clerk attest, with seal, and return all copies of each agreement and five copies of each resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned to you. Please mail the signed documents so as to arrive in this office not later than August 4th.

NOTED
J.F. HAGEMANN

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John F. Hagemann
Asst. Engr., County and City Relations

Encl.

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

July 23, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project S-102(2), Hilton Bridge over Bear Creek on the Table Rock Road. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending advice that all rights of way or rights of entry have been acquired.

Please furnish the usual copies of maintenance agreement and encroachment resolution to cover this project.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
AUG 5 1954
OREGON
STATE HIGHWAY COMMISSION

J. W. CATTRALL
NOTED
Harold C. Ayers

October 6, 1953

Jackson County Court
Court House
Medford, Oregon

[illegible] HAGEMANN

Gentlemen:

On September 24th the Highway Commission approved the Federal Aid Secondary project as shown in the attached tabulation. The details as set forth in this tabulation are believed to conform with the Court's request.

Approval by the Bureau of Public Roads and preparation of plans and specifications are now required prior to contracting the proposed project. Preliminary engineering will be handled by our Bridge Division in Salem and will proceed as rapidly as available engineering personnel will permit.

As you know, the county will be required to make an advance deposit of 20% of the estimated total cost before award of a contract. In the case of Jackson County, this will be approximately $21,000 and will be covered by an agreement at a later date.

If you wish any further information on this matter, please advise.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Att.

PROPOSED PROJECTS
JACKSON COUNTY
AVAILABLE FUNDS - $105,000

FAS 273 - Bear Creek Bridge - $55,000.

FAS 559 - Applegate River Bridge - $50,000.
The proposed projects are to replace the existing bridges over Bear Creek and the Applegate River. The FAS project will be for the structures only with the county performing all road approach work required.

A preliminary estimate by the Bridge Division for these structures is $67,000 for the Bear Creek Bridge and $55,000 for the Applegate River Bridge; however, the county has stated that it will furnish all costs in excess of FAS funds as required.

Approved by Hwy Comm
9-24-53

9/1/53

Salem, Oregon
September 4, 1953

NOTED
Harold C. Ayers

Mr. G. S. Paxson
Bridge Engineer

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Attached is a copy of a letter from Paul Rynning, Jackson County Engineer, and vicinity maps in connection with the Hilton and Cameron projects proposed for construction as FAS projects next year. Jackson County has approximately $105,000 of FAS funds available and, as per the attached letter, the county has agreed to pay all costs in excess of this amount. The Federal-aid funds have been programmed at $50,000 for one bridge and $55,000 for the other.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:MM
Att.

Salem, Oregon
September 4, 1953

NOTED
Harold C. Ayers

Mr. G. S. Paxson
Bridge Engineer

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Attached is a copy of a letter from Paul Rynning, Jackson County Engineer, and vicinity maps in connection with the Hilton and Cameron projects proposed for construction as FAS projects next year. Jackson County has approximately $105,000 of FAS funds available and, as per the attached letter, the county has agreed to pay all costs in excess of this amount. The Federal-aid funds have been programmed at $50,000 for one bridge and $55,000 for the other.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:MM
Att.

September 4, 1953

Mr. Paul Rynning
Jackson County Engineer
Medford, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of August 31 with attached vicinity maps covering the Hilton and Cameron bridges.

It appears at this time that all counties will use their 1954 and 1955 FAS allocations.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM

PAUL B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 798
MEMBER A. A. E.
MEMBER P. E. O.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

August 31, 1953

RECEIVED
[illegible] 1953
ENGINEER
[illegible]

Mr. John Cattrall, Engineer
County and City Relations
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cattrall:

Some time ago your commission approved for 1954 F.A.S. program two bridges in Jackson County; one on the Table Rock Road over Bear Creek known as the Hilton Bridge and one on the Applegate Road over the Applegate River and known as the Cameron Bridge. I am herewith enclosing a vicinity map of each bridge site.

Mr. Paxson and Mr. Stephenson during one of their trips to this county made the inspection of these two sites and I gave them tentative vicinity maps for preliminary studies. They are therefore familiar with both of these proposed projects.

The design of the Hilton Bridge should be H-20-S16 loading, 26 foot width roadway, 3½ foot walks on each side and angle iron type rail. The contract should include the dismantling of the existing structure and the construction of the new bridge. The county will make all road approaches and surfacing after the bridge is constructed.

The design of the Cameron bridge should be H20-S16 loading, 24 foot width roadway, parapet type curb and rails. The contract to cover construction of the new bridge only. The county will make road approaches and dismantle the existing bridge.

The county court has definitely asked me to put these on the 1954 program. I realize that the cost of the two bridges will more than absorb funds available using the regular formula. The county however, will pay for all costs over and above funds available from federal and state allocations.

If some counties do not take advantage of the F.A.S. federal and state allocations, is it possible for other counties to make application for such non-used funds? If so, we would like to make applications for any funds which may be available.

It was our intention to use the steel truss from the Hilton Bridge for the Cameron Bridge, widening the same from 19 feet to 24 feet. Mr. Paxson advised me that this is not economical and our plans now are to build entirely new structures of concrete at both sites. The steel span at the existing Hilton Bridge is to be dismantled, matchmarked and hauled to the county shops for storage where it will be left until we can find a location where its present width will adequately serve.

Very truly yours,

Paul B Rynning

Paul B. Rynning
County Engineer

PBR:s

Encls. (2)

FORM E-125 50M REVISED 2-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

August 10, 1953

Mr. Paul B. Rynning
County Engineer
Jackson County
Medford, Oregon

NOTED
J. F. HAGEMANN

NOTED
Harold C. Ayers

Dear Sir:

I have not yet received the vicinity maps for the Applegate River Bridge or for the Hilton Bridge over Bear Creek. However, we have been doing some preliminary studies based on inspections which we have made in the field.

A very preliminary estimate of the Applegate River Bridge, in which we have used the old 90-foot steel span from the Hilton site and have widened it to 24 feet of roadway, shows a cost of $70,000 to $75,000. The widening of the steel is based on the bids which we received for a similar project in Linn County. In contrast to this, our estimates on a concrete viaduct which will give a 70-foot main span is in the neighborhood of $55,000. These estimates are very rough, but it does not appear that it would be economical to use the Hilton span provided, of course, that the 70-foot main span in the concrete job is long enough. These estimates are based on a structure of the same length as the present bridge, which is 205 feet.

It might be more advisable to figure on a use of the Hilton bridge steel span at some location where the widening would not be necessary. I would appreciate your advice in the matter.

A very preliminary estimate of the cost of the Hilton Bridge using a concrete viaduct 250 feet in length is $67,000.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP:gm
cc J. W. Cattrall

11-2234-559

S-162 (1) Coos City Bridge over Isthmus 1954
Slough on the Coos City
4276 Summer Road.

S-162 (1) Coos City Bridge over Isthmus 1954
Slough on the Coos City
4276 Summer Road.

Form A-180—1025—9-55

INVOICE

Oregon State Highway Department

SALEM, OREGON

S-162 (1)

Invoice No. 44662

Coos County
Coquille, Oregon

Attn: County Court

NOTED
J. F. HAGEMANN

Date April 18, 1956

Your Req. No.

Billing Request No. cc-225

Credit distribution: 506-1053-297

Final billing county's share total cost of the Coos City Bridge, FAS 568, Coos County. Covered by agreement dated August, 1954.

Original advance deposit	80,000.00	
Less: Amt. previously transferred	60,000.00	
Balance Advance Deposit		20,000.00
County share of costs as per attached	76,080.07	
Less: Amt. previously transferred	60,000.00	
Balance		16,080.07
TO BE REFUNDED		$ 3,919.93

ACKNOWLEDGMENT OF BILLING REQUEST

State Printing 08044

Cash Received with Request: $

By

State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

NOTED
J. W. CATTRALL

April 17, 1956

Coos County Court
Courthouse
Coquille, Oregon

Gentlemen:

Final costs of the Coos City Bridge on FAS 568 are now available and it has been determined that the agreed county share of these costs is $76,080.07 as shown in the attached cost statement. As the county initially deposited $80,000 a refund of $3 919.93 is due. This refund will be made by means of a check from our accounting division within the next few days.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

NOTED
J. W. CATTRALL

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

County Coos Contract No. 4276 Date 4/13/56

FAS [illegible] Section Coos City Bridge. Completed [illegible]

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
1. Furnish treated timber piling	l.f.	$ 1.70	13,918	$ 23,660.60
2. Drive timber piles	each	40.00	190	7,600.00
3. Treated lumber in place	MFBM	[illegible]	63.114	[illegible].48
4. Class A concrete	c.y.	[illegible]	[illegible].15	[illegible],175.15
5. Metal reinforcement	lb.	.115	[illegible]	[illegible],838.35
6. Struc. carbon steel	lb.	[illegible]	[illegible],317	33,3[illegible]3.16
7. None	--	--	--	--
8. 5" open grit decking	sq. ft.	7.[illegible]	1,[illegible].16	12,[illegible]4.12
9. 8" metal drain pipe	[illegible]	4.[illegible]	42	168.00
10. Remove old bridge	all	2,500.00	100%	2,500.00
FA#1 Furnish & install navigation lights	all	1,139.65	100%	1,139.65
FA#2 Construct traffic barriers	all	612.55	100%	612.55
FA#3 Furnish peeled piling	l.f.	1.10	2,100	2,310.00
FA#3	each	30.00	37	1,110.00
FA#4 Navigation light pole	all	30.00	100%	30.00
FA#5 Furnish & install pile dolphins	all	2,970.00	100%	2,970.00
FA#6 Cement adj., favor of contr.	bbl.	3.35	16	53.60
FA#7 Tower & lift span change	all	1,026.55	100%	1,026.55

Subtotal..................	$179,448.21
Gate Arms..................	40.21
Construction Engineering.	12,591.65
TOTAL CONSTRUCTION COSTS...........	$192,080.07
FEDERAL FUNDS COLLECTED FOR PROJECT	$ 87,000.00

AGREED COUNTY SHARE TOTAL COSTS:

100% of all costs over $145,000 =	$ 47,080.07
50% of difference between $145,000 & federal funds collected =	29,000.00
Total....................	$ 76,080.07
County Advance Deposit............	$ [illegible]
Less County Share costs............	76,080.07
REFUND DUE COOS COUNTY...........	$ 3,[illegible]

JFE:mm

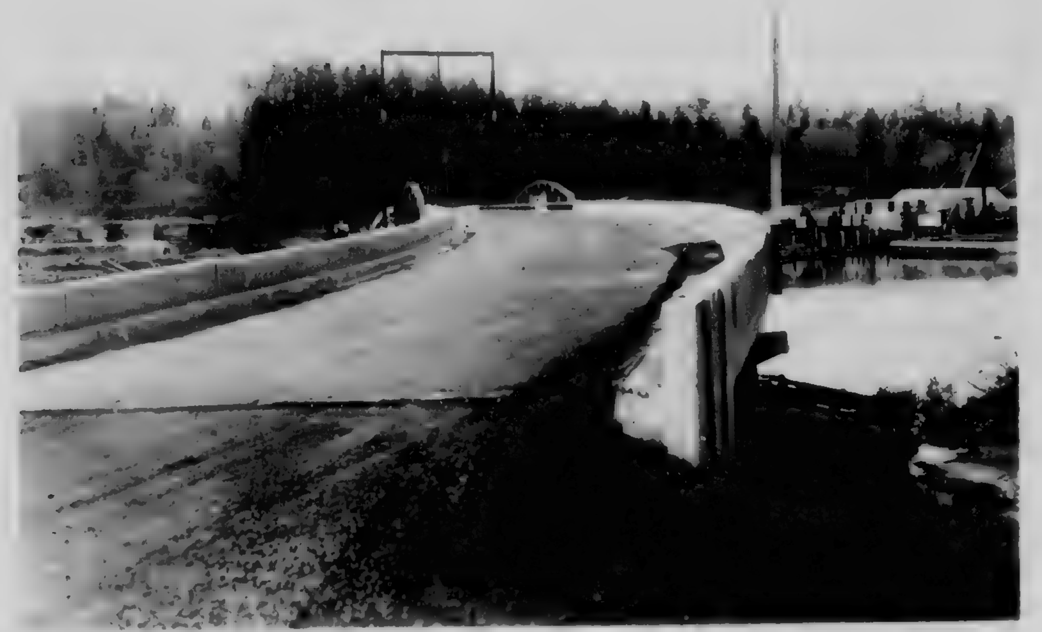
FAS [illegible] County [illegible] Contract No. ______

Section [illegible]

Location [illegible]

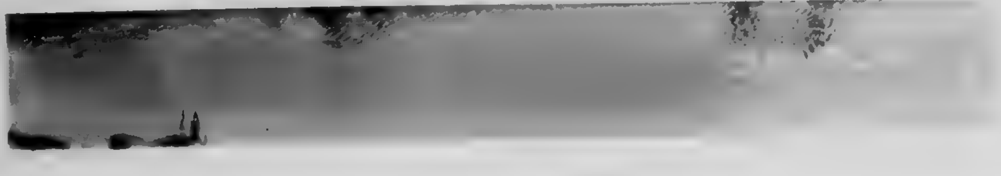
East End Looking West

From South Side ↓



56-C-3

56 C

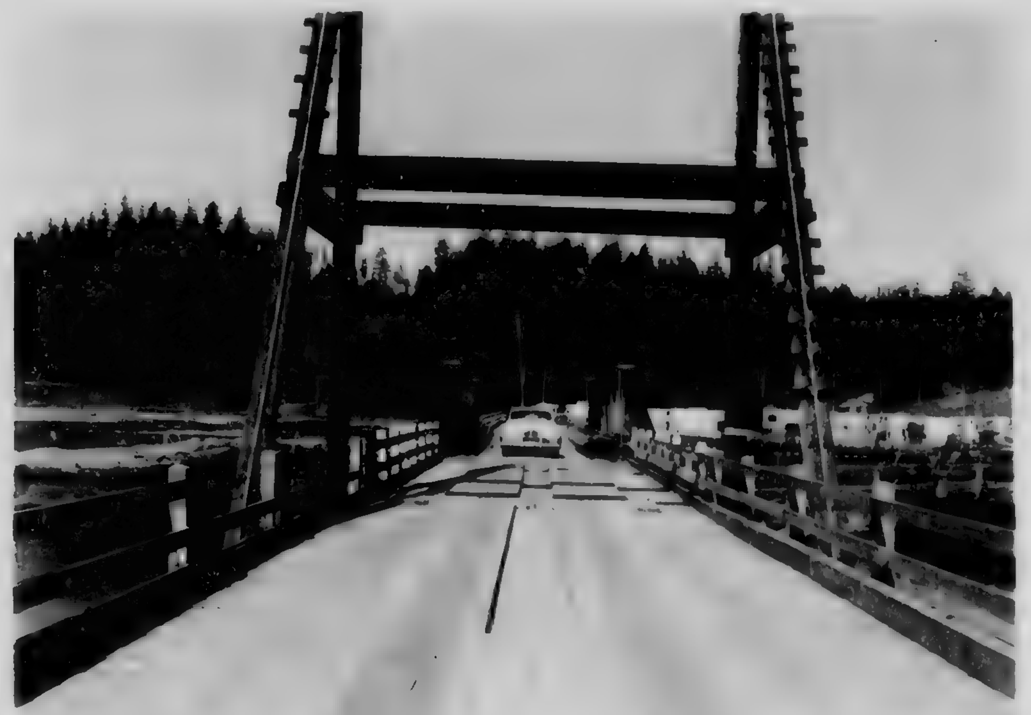


FAS [illegible] County

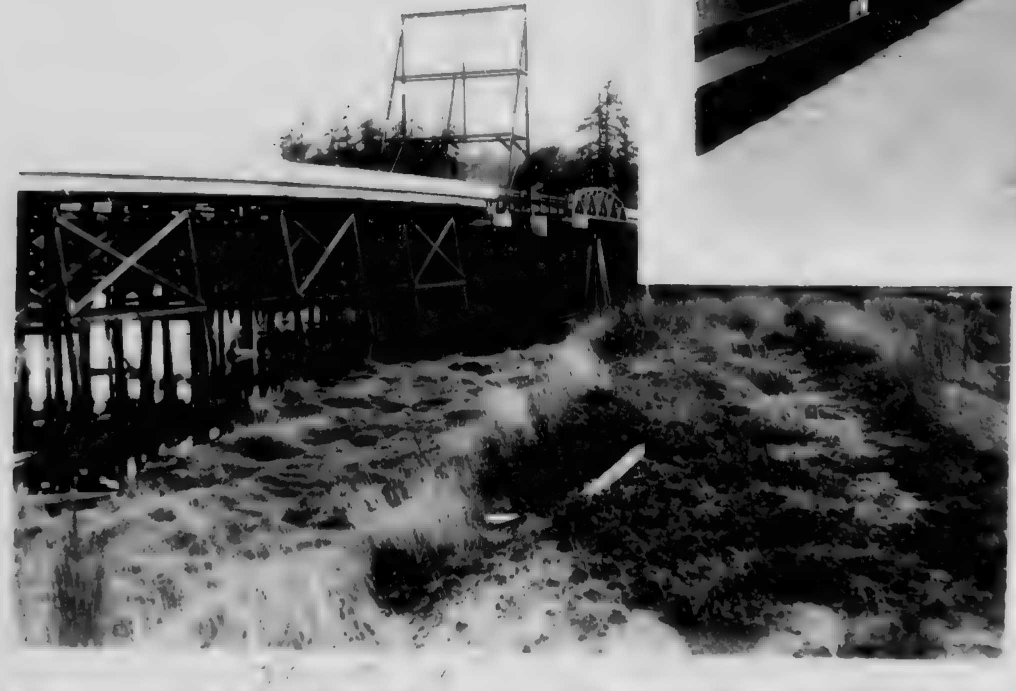
Section [illegible]

Location [illegible]

[illegible]



from South Side ↓



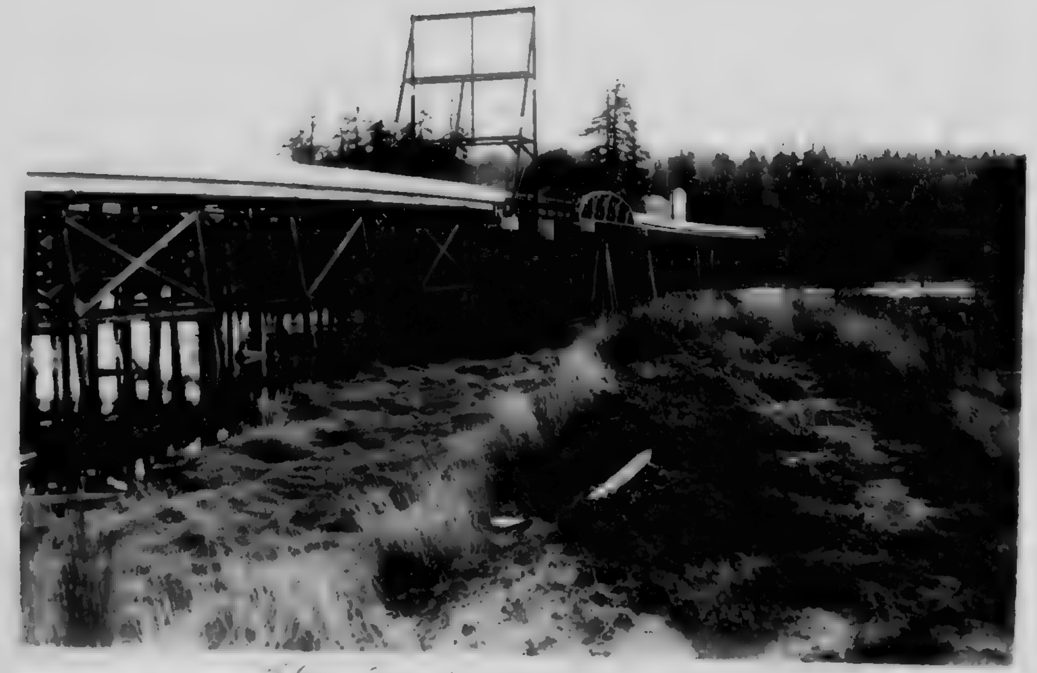
FAS 568 County

Section

Location [illegible]

[illegible]

From South Side ↓

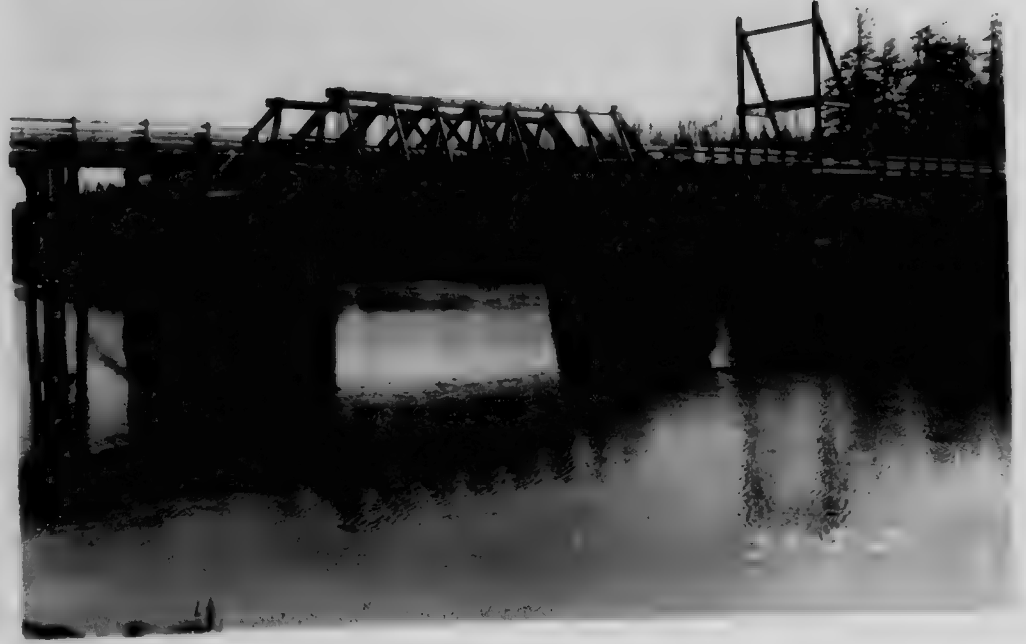


FAS.[illegible] County

[illegible]

FAS.568 County (

[illegible]



January 17, 1956

NOTED
Harold C. Ayers

Coos County Court
Courthouse
Coquille, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

Reference is made to your letter of January 13th re final costs for the Isthmus Slough Bridge on FAS 568.

Final costs are not available at this time. There is generally a period of six months or more from the date of actual completion of work before all costs clear our books and final payment is received from the Federal Government. We cannot furnish an itemized statement until this has been accomplished.

Based on the best figures available at this time it is estimated you will receive a refund of from $2,000 to $3,000; however, this is strictly an estimate. When final costs are available settlement with the county will be made without further delay.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

COOS COUNTY COURT

COQUILLE, OREGON

January 13, 1956

JAMES W. HARRISON, COUNTY JUDGE
FRED A. KRUSE, COUNTY COMMISSIONER
F. C. TRUE, COUNTY COMMISSIONER

NOTED
J. W. CATTRALL

RECEIVED
JAN 16 1956
ENGINEER
COUNTY & CITY RELATIONS

John W. Cattrall, Engineer
County and City Relations
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Cattrall:

We have received your letter of January 9, 1956 advising us that the work on Contract No. 4276, Coos City Bridge over Isthmus Slough on the Coos City-Sumner Road, has been completed.

In Item (4), paragraph (c), in our agreement, it is stated that when the cost figures of the project are available, the State shall furnish the County with itemization of the total cost, and an adjustment in the County's share would be made in accordance with the terms set forth in the General Provision of the agreement.

To date, we have not received information in regard to this matter, and would like to know if the total cost figures on this project are available at this time. We would also appreciate knowing whether or not the county has an adjustment due.

Thank you for your attention to this matter.

Very truly yours,

COOS COUNTY COURT
James W. Harrison
James W. Harrison
County Judge
Fred A. Kruse
Fred A. Kruse
Commissioner
F C True
~~F. C.~~ True
Commissioner

FAK:js

NOTED
J. W. CATTRALL

January 9, 1956

Coos County Court
Courthouse
Coquille, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Gentlemen:

This is to advise you that work on Contract No. 4276, Coos City Bridge over Isthmus Slough on the Coos City-Sumner Road, FAS 568, was completed on November 15, 1955.

Under the terms of the maintenance agreement signed by the County on August 2, 1954, and by the Highway Commission on August 9, 1954, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm

RECEIVED
JAN 6 1956
FOR FILING

S-142 (1)
4276

January 4, 1956

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

The State Highway Commission at its meeting held on December 19, 1955 had under discussion your request for an extension of time from August 31 to November 23, 1955 within which to complete your contract No. 4276, covering the Coos City Bridge over Isthmus Slough on the Coos City-Sumner County Road in Coos County.

We are pleased to inform you that the Highway Commission granted your request to November 15, 1955, the actual completion date, without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

E. H. Ash,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
DEC 29 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 5, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4276	12-Final	Tom Lillebo	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
24203	R-137581	$ 17,203.41	12/5/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1955

Time Extensions: to Nov. 15, 1955 without penalty

Completion Date: Nov. 15, 1955

Date Accepted: Dec. 19, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-23-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: [illegible]

Ruth Rawlings

6

RECEIVED
DEC 5 - 1955
FOR FILING

[illegible] (1)
4276

December 2, 1955

Oregon State Highway Commission

Request for extension of time
No. 20
December 19 and 20 meeting.

Gentlemen:

Re: Coos City Bridge
Contract No. 4276

Tom Lillebo, contractor on the Coos City Bridge over Isthmus Slough in Coos County, has requested an extension of time from August 31, 1955, to November 23, 1955, in which to complete the contract.

All work was completed on November 23. This delay was caused by a change of plans, requiring the placing of dolphins for pier protection. These dolphins could not be placed until after the lift span was in operation so that the pile driver could be taken through to the upstream side of the bridge.

As the delay was caused by additional work, it is recommended that this extension be granted without penalty. This is a Federal Aid Secondary project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

PHB/dp
Attached

RECEIVED
NOV 28 1955
FOR FILING

S-162 (1)
[illegible]

November 25, 1955

Certified Mail

Glens Falls Indemnity Company
Pacific Coast Dept.
6th Floor Mills Tower
San Francisco 4, California

Gentlemen:

State Highway contract No. 4276 for work performed on the Isthmus Slough (Coos City Bridge) Section of the Coos City-Sumner County Road in Coos County was completed by the contractor, Tom Lillebo, on November 15, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $17,203.41 will be released to the contractor after acceptanse by the Commission. The total contract amount is $179,448.21, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By________________________
Floyd Query, Assistant Secretary

rn

cc - Glens Falls Indemnity Company
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

8

FORM E-90 [illegible]

S-142 (1)
4276

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 7, 1955

SUBJECT:

To: Mr. G. S. Paxson
Assistant State Highway Engineer

NOTED
G. S. PAXSON

Attached for your information is a copy of a resolution adopted by the Coos County Court and covering the establishment of a new railroad grade crossing in connection with the Coos City bridge over the Isthmus Slough on the Coos City County Road, FAS 568. This bridge is a Coos County FAS project being constructed under Contract No. 4276.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:mm
Att.

cc: Mr. P. M. Stephenson
Bridge Engineer

RECEIVED

IN THE COUNTY COURT OF THE STATE OF OREGON

IN AND FOR THE COUNTY OF COOS

In the Matter of the County Highway crossing Southern Pacific Company's Tracks at MP-773.5, near Hayden

WHEREAS, on this date, the County of Coos, a political subdivision of the State of Oregon, acting by and through its County Court, has entered into a certain indenture by and between Southern Pacific Company, a corporation of the State of Delaware, and County of Coos, wherein said Southern Pacific Company has granted to said County of Coos the right to construct, reconstruct, maintain and use a street or highway upon and across the following described real property:

> A piece or parcel of land situate, lying and being in the northeast quarter of the southwest quarter of Section 23, Township 26 South, Range 13 West, Willamette Meridian, County of Coos, State of Oregon, more particularly described as follows:
>
> > BEGINNING at a point on the easterly line of Southern Pacific Company's land, distant 50 feet southeasterly, measured at right angles from the original located center line of said company's main track (Coos Bay Branch) at Engineer Station 243+92.73; tence South 12° 48' 28" West along said easterly line, 80 feet; then North 89° 13' 56" West 71.57 feet to a point in the easterly line of land as described in that certain indenture dated December 21, 1951, between Southern Pacific Company and State of Oregon, distant 20 feet northwesterly, measured at right angles from said center line of main track; thence North 12° 48' 28" East along last said easterly line and parallel with said center line, 100 feet; thence South 73° 02' 58" East 70.18 feet to the point of beginning, containing an area of 6300 square feet, more or less;

AND WHEREAS, said indenture provides that said Coos County agrees to reimburse said SouthernPacific Company for all costs and expense incurred by said Company in connection with the construction of said highway, including, but not limited to, any crossing protection which may be ordered by the public utilities Commissioner of Oregon and the furnishing of such flagmen as said Company deems necessary to protect and safeguard property, engines, trains and cars at said location during the construction of said highway;

AND WHEREAS, said County has agreed, upon the opening of said highway to public use, to take all necessary legal steps to abandon and close to public use the existing highway crossing at grade which lies approximately 400 feet northerly of said crossing;

NOW, THEREFORE, be it resolved by order of the County Court that the provisions of said indenture be and they are hereby adopted.

BE IT FURTHER ORDERED, that a copy of this resolution be placed in the Court Journal.

Dated this 5th. day of April, 1955.

James W. Harrison
County Judge

Fred A. Krause
County Commissioner

County Commissioner

RECEIVED
FOR FILING
S-162(1)

4376

file

COPY

UNITED STATES COAST GUARD

COMMANDER
13th Coast Guard District
618 Second Avenue
Seattle 4, Wash.

13 January 1955
640

State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of January 6, 1955, and the enclosed prints of the bridge now under construction across Isthmus Slough, south of Coos Bay, Oregon.

One copy of the prints, approved by the Commander, 13th Coast Guard District, is returned herewith for your files. Regulations governing lighting of bridges over navigable waters have been modified in this case to the extent that no lighting will be required on the bascule span at this time.

Please advise this office as to the approximate date when bridge lights will be placed in operation so that appropriate notice may be made to navigational interests.

Very truly yours,

/s/ F. V. Helmer

F. V. HELMER
Commander, U. S. Coast Guard
Chief, Aids to Navigation Section
By direction of the District Commander

Encl: Copy of bridge prints

Original delivered
to Mr. [illegible]
by W.A.

November 8, 1954

NOTED
Harold C. A.

NOTED
J. W. CATTRALL

[illegible] 7-9

COPY

Public Utilities Commissioner
Salem, Oregon

Dear Sir:

We are enclosing four signed petitions requesting authority for the State Highway Department to construct a crossing at grade on the Coos City County Road.

Would you please forward two copies to the Southern Pacific Company and one to the Highway Commission for their consideration.

We will appreciate prompt action on these petitions as there has been a delay on our part due to the misplacing of the petitions.

Very truly yours,

COOS COUNTY COURT

James W. Harrison
County Judge

F.A.K.

Fred A. Kruse
Commissioner

F.C.T.

F. C. True
Commissioner

NOTED
J. F. HAGEMANN

RECEIVED
NOV 9 1954
ENGINEER
C[illegible] [illegible]ATIONS

JWH:js
Enc: 4
cc: John W. Cattrall
Ore. State Highway Dept.

F

Form PR 2 (Revised 1950)

State Oregon

Federal Aid Secondary

Project No. S-162(1)

S-162 (1)

4275

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 28th day of October, 1954, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 2nd day of April, 1954, a program, which was approved on the 21st day of April, 1954, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were ~~recommended for approval~~ approved by the District Engineer of the Bureau of Public Roads on the 23rd day of July, 1954; and

Whereas the ~~Division~~ District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of eighty-seven thousand and 00/100 dollars ($87,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources Cash deposited by Coos County with the Highway Department.

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 3+79.5 and survey station 10+65.25, all in the NE 1/4, Section 23, T. 26 S., R. 13 W., W.M., without exception,

, length 0.130 miles, in Coos County, being Oregon Federal Aid / Secondary project No. S-162(1), consisting of 0.000 miles of roadway and one bridges of more than 20 feet clear span, 0.130 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of eighty-seven thousand and 00/100 dollars ($87,000.00), which does not exceed the authorized Federal pro rata share of one hundred ninety thousand, three hundred and 00/100 dollars ($190,300.00), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:
(Include reference to statute authorizing

Chapter 529, Laws 1939.

funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

H B Glaisyer Sr.
SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By ~~Acting~~ Division Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379 5

A4.62

NOV 23 1954

RECEIVED
OCT 15 1954

Oregon State Highway Department

Federal Aid Secondary
Project No. S-162 (1)

COOS CITY BRIDGE ON THE

COOS CITY-SUMNER ROAD IN COOS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 22, 1954

Type Code X036
Coos City Bridge (Sta. 3+79.50 to Sta. 10+65.25) (Contract No. 4276)

14,000	lin. ft.	Furnish Treated Piling	$ 1.70	$ 23,800.00
190	only	Drive Timber Piles	40.00	7,600.00
60	M-FBM	Treated Lumber in Place	320.00	19,200.00
850	cu. yds.	Class "A" Concrete	61.00	51,850.00
180,000	lbs.	Metal Reinforcement	0.115	20,700.00
138,000	lbs.	Structural Carbon Steel	0.215	29,670.00
22,000	lbs.	Structural Low Alloy Steel	0.215	4,730.00
1,810	sq. yds.	5-inch open Grid Decking	7.00	12,670.00
70	lin. ft.	8-inch Metal Drain Pipe	4.00	280.00
All Required		Remove Old Bridge		2,500.00
		Subtotal		$173,000.00
		10% Engr. & Cont.		17,300.00
		Total		$190,300.00

Length of Structure 0.130 Mile

Federal Funds -	$ 87,000.00
State Funds -	29,000.00
County Funds- -	74,300.00
	$190,300.00

State Funds For Const: Chap 175, laws 1917; Chap 31, laws 1920; Chap 529, laws 1939.

Funds For Maint: Chap 529, laws 1939.

Note: Cash has been deposited by Coos County with the Highway Department

Oregon State Highway Department

Federal Aid Secondary
Project No. S-162 (1)

COOS CITY BRIDGE ON THE
COOS CITY-SUMNER ROAD IN COOS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 21, 1954

Type Code X036
Coos City Bridge (Sta. 3+79.50 to Sta. 10+65.25)

14,000	lin. ft.	Furnish Treated Piling	$ 1.50	$ 21,000.00
190	only	Drive Timber Piles	50.00	9,500.00
60	M-FBM	Treated Lumber in Place	300.00	18,000.00
850	cu. yd.	Class "A" Concrete	60.00	51,000.00
180,000	lbs.	Metal Reinforcement	0.11	19,800.00
138,000	lbs.	Structural Carbon Steel	0.22	30,360.00
22,000	lbs.	Structural Low Alloy Steel	0.225	4,950.00
1,810	sq. yd.	5-inch Open Grid Decking	7.00	12,670.00
70	lin. ft.	8-inch Metal Drain Pipe	4.00	280.00
All Required		Remove Old Bridge	[illegible]	2,500.00
			Subtotal	$170,060.00
			10% Engr. & Cont.	17,006.00
			Total	$187,066.00

Length of Structure 0.130 mile

Federal Funds	$ 87,000.00
State Funds	29,000.00
County Funds	71,066.00
	$187,066.00

RECEIVED
OCT 4 - 1954
FOR FILING

5-[illegible]

September 30, 1954

Mr. Tom Lillebo
Contractor
Reedsport
Oregon

Dear Sir:

We enclose herewith a fully executed copy of Contract No. 4276, which was awarded to you August 19, 1954 by the State Highway Commission, covering construction of the Coos City Bridge on the Isthmus Slough Section of the Coos City-Sumner County Road in Coos County. This copy is for your files.

A copy of this contract is also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

September 21, 1954

Mr. Floyd Robb
Coos County Engineer
Coquille, Oregon

FAS 568

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Dear Mr. Robb:

Enclosed please find an original and four copies of a petition covering application to the Public Utilities Commissioner for authority to construct a crossing at grade on the Coos City County Road. This crossing is necessary in connection with the construction of the new bridge across Isthmus Slough.

This petition has been prepared according to the standard procedure used by the Highway Commission when making application for grade crossings. If the petition meets with the county's approval, it will be appreciated if the Court would sign all five copies and forward the original and three copies to the Public Utilities Commissioner, Salem, Oregon, with the request that two copies be served upon the Southern Pacific Company and one copy by served upon the Highway Commission. The fifth copy is to be retained in the county's files. Since this project has been awarded it would be appreciated if these copies of the petition could be dispatched at an early date.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JWC:mm
Encl.

FORM E-30 25M 9-51 52319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 20, 1954

SUBJECT: Pux 119 - Coos County Application
Grade crossing Coos City county road
Coos County

To: Mr. John W. Cattrall
County and City Relations
OFFICE

Dear Mr. Cattrall:

At the request of Mr. G. S. Paxson, Assistant State Highway Engineer, I am enclosing herewith original and four copies of form of petition covering application to the Public Utilities Commissioner by Coos County for authority to construct a crossing at grade on the Coos City county road approximately 4.2 miles south of the south limits of Coos Bay, which crossing is necessary in connection with the construction of a new bridge across Isthmus Slough.

If the petition is found satisfactory by the County, the County should forward the original and three copies to the Public Utilities Commissioner with the request that two of the copies be served upon Southern Pacific Company, and one copy be served upon the Highway Commission.

The petition is in accordance with the standard practices of the Highway Commission when making applications for grade crossings, but I think that it might be desirable to have us personally go over the various points involved before the proposed form of petition is submitted to the County.

Very truly yours,

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:mb
Encs. 5

cc: Mr. G. S. Paxson

Form A-180 10M 3-54

INVOICE

Oregon State Highway Department

Salem, Oregon

NOTED
Harold C. Ayers

Invoice No. 35370

Date August 20, 1954

Your Req. No.

Billing Request No. CC 110

Credit distribution: 506-1[illegible]3-297

Coos County
Coquille, Oregon

Attn: County Court

NOTED
V. F. [illegible]

Advance Deposit	80,000.00
Coos City Bridge county FAS project in Coos County covered by agreement dated August, 1954. Partial transfer of county's share of total cost.	60,000.00
To be retained	$20,000.00

NOTED
J. F. HAGEMANN

RECEIVED
AUG 23 1954
ENG[illegible]
CO[illegible] RELATIONS

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $

By JH

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

NOTED
J. F. HAGEMANN

August 20, 1954

NOTED
Harold C. Ayers

NOTED
V. R. JONES

Coos County Court
Court House
Coquille, Oregon

Gentlemen:

This is to acknowledge receipt of an additional $11,000 deposit which together with the $69,000 originally deposited completes the County's obligations in connection with the Coos City Bridge project on FAS 568. Contract No. 4276 has been awarded to Tom Lillebo and a copy of the contract will be forwarded as soon as available.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

NOTED
NES

Salem, Oregon
August 19, 1954

NOTED
Harold C. Ayers

Mr. C. H. Maison
Chief Accountant

Attached is Coos County's Check #6621 in the amount of $11,000. This amount added to the $69,000 deposited on June 16, 1954, represents the county's participation in the cost of the Coos City Bridge project on FAS 568.

John W. Cattrall
Engineer, County and City Relations

By

John D. Graham
Office Engineer

JDG:mm
Att.

cc: H. B. Glaisyer

NOTED
J. F. HAGEMANN

NOTED
V. R. JONES

Salem, Oregon
August 19, 1954

Mr. W. C. Williams
O F F I C E

NOTED
Harold C. Ayers

We have received this date an additional advance deposit from Coos County of $11,000 in connection with the Coos City Bridge project over Isthmus Slough on FAS 568. This, together with the $69,000 originally deposited, completes the required deposit for this project and it is now clear for award of a contract.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

cc: G. S. Paxson
S. H. Probert

COOS COUNTY COURT

COQUILLE, OREGON

JAMES W. HARRISON, COUNTY JUDGE
FRED A. KRUSE, COUNTY COMMISSIONER
F. C. TRUE, COUNTY COMMISSIONER

August 17, 1954

REGISTERED MAIL

John F. Hagemann
Asst. Engineer
County and City Relations
State Highway Department
Salem, Oregon

Dear Mr. Hagemann:

Enclosed please find a check in the amount of $11,000.00 to be applied to the county matching funds for the construction of the Coos City Bridge. This should bring our balance up to the required $80,000.00 as requested in your letter of August 11th.

We hope this payment will enable you to let the contract on the above bridge in the near future.

Very truly yours,

COOS COUNTY COURT

James W Harrison
James W. Harrison
County Judge

F C True
F. C. True
County Commissioner

Fred A. Kruse
Fred A. Kruse

JWH:js
Enc: 1

RECEIVED
AUG 19 1954
ENGINEER
CO[illegible] RELATIONS

[illegible] No.

RECEIVED
AUG 26 1954
FOR FILING

[illegible]
[illegible]

August 19, 1954

Mr. Tom Lillebo
Reedsport, Oregon

Dear Sir:

The State Highway Commission on August 10, 1954 accepted your proposal for construction of the Coos City Bridge over Isthmus Slough on the Coos City Summer Road in Coos County for the sum of $173,000 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4276.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMM.

HDG:jmc

cc: R. G. Savage (SIAC)
H. G. Smith
S. H. Probert
G. S. Paxson
Goldie Lewis

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

August 1[illegible], 1954
3:00 p.m.

Mr. Tom Lillebo
Reedsport, Oregon

Contract for Coos City Bridge over Isthmus Slough in Coos County for which you submitted low bid on August 10, 1954 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

CC Accounting
Files ✓
C. W. Head

---

award the contract to the low bidder as of this date. May we have your concurrence in the award of this contract.

All rights of way for the project have been acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

CAG/ds

RECEIVED
AUG 20 1954
FOR FILING

Const
Fed. Aid
Prog. & Corr.

S-162

August 19, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Re: Coos City Bridge
over Isthmus Slough
F.A.P. Oregon S-162(1)

On August 10, the Highway Commission accepted the low bid of Tom Lillebo of Reedsport in the amount of $173,000 for the above project and directed the Highway Engineer to award the contract to said bidder as soon as certain financial arrangements were completed between the Highway Commission and the County of Coos. These financial arrangements are now completed to the satisfaction of the Highway Engineer, and he proposes to award the contract to the low bidder as of this date. May we have your concurrence in the award of this contract.

All rights of way for the project have been acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

CAG/ds

RECEIVED
AUG 19 1954
FOR FILING

[illegible]
[illegible]
[illegible]

S-162(1)

file

[illegible] 61

Salem, Oregon
August 17, 1954

Mr. John W. Cattrall
City - County Relations Dept.
Office

Dear Mr. Cattrall:

Attached hereto for further handling are four certified copies of a Maintenance Agreement and one conformed copy of a Finance Agreement with Coos County covering the Coos City Bridge project on FAS 568 in Coos County.

The originals of the above agreements have been retained in this office for the Commission's files and a fully executed copy of each have been sent to the County Court of Coos County.

Very truly yours

Secretary

rn
Attach: 5

FORM E-30 25M 9-51 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1954

SUBJECT:

To: Mr. W. C. Williams
OFFICE

Glaisyer

Attached are six copies of a maintenance agreement covering the Coos City Bridge on FAS 568 in Coos County. After signature by the Highway Commission please return four either certified true or fully executed copies to this office for transmittal to the B.P.R.

Three executed copies of a finance agreement covering this project were sent to you on July 29, 1954.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham
John D. Graham
Office Engineer

JDG:MM
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 1-21-53 minute Page 22
Secretary

RECEIVED
AUG 3 1954
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-90 25M 8-51 23819

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 29, 1954

SUBJECT:

To: Mr. W. C. Williams
OFFICE

Glaisyer

Attached are three copies of a finance agreement covering the Coos City Bridge, FAS 568, in Coos County. Two copies of the agreement have been executed by the proper county officials and are now ready for presentation to the Highway Commission. Both copies require your signature of approval.

The Coos City Bridge project was approved by the Highway Commission on January 21, 1953.

John W. Cattrall
Engineer, County and City Relations

By

John D. Graham

John D. Graham
Office Engineer

JDG:MM
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 1-21-53 Minute Page 22.
Secretary

RECEIVED
FOR FILING

Coast
Fed Aid
[illegible]
([illegible])

August 17, 1954

County Court of Coos County
Court House
Coquille, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Coos County one fully executed copy each of a Maintenance Agreement and Finance Agreement between the State Highway Commission and Coos County covering the Coos City Bridge project on FAS 568 in Coos County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

RECEIVED
AUG 18 1954
FOR FILING

Coast
Fed Aid
[illegible]
(S-162(1))

August 16, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Mr. Paxson's letter of August 5, 1954 forwarded details of the proposed protection devices for the drawspan on Oregon Project S-162(1), Coos City Bridge over Isthmus Slough.

The provision of half roadway width drop warning arms on each side of the opening, and a full roadway width double leaf swinging gate on the east approach is considered satisfactory. We agree that since a source of outside power is required to open the span and a truck operating on the roadway will be used, there is no real need for the full width roadway gate on the west approach.

Very truly yours,

C. G. POLK
District Engineer

Original referred to
Mr. Paxson -- 8/17/54

RECEIVED
AUG 17 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

Coos
Fed Aid
Brgs. [illegible]

August 11, 1954

Mr. Tom Lillebo
Reedsport, Oregon

Dear Mr. Lillebo:

The State Highway Commission on August 10, 1954 accepted your bid in the amount of $173,000.00 for construction of the Coos City Bridge over Isthmus Slough on Coos City-Summer Road in Coos County which was the low bid received for that job.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

oh

cc S. H. Probert
H. G. Smith
R. G. Savage, SIAC
G. S. Paxson

NOTED
V. R. JONES

NOTED
Harold C. Ayers

August 11, 1954

Coos County Court
Court House
Coquille, Oregon

Gentlemen:

On August 10th the Highway Commission received a satisfactory bid from Tom Lillebo of Reedsport for construction of the Coos City Bridge on FAS 568. As per the agreement between the state and county, the following advance deposit is required from the county prior to award of a contract:

Bid Items	$173,000.00
Anticipated Additional Items	
Navigation Lights	1,000.00
Traffic Barrier	500.00
12-1/2% Engineering & Contingencies	21,813.50
Estimated Total Cost.....	$196,312.50
Advance Deposit	
20% of $145,000 =	$ 29,000.00
100% of ($196,312.50-$145,000) =	51,312.50
Total Deposit.....	$ 80,312.50--or say $80,000

Since Coos County has already deposited $69,000 a balance of $11,000 is due. Please make this deposit by means of a check or warrant in the amount of $11,000 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of said deposit a contract will be awarded.

Very truly yours,

R. H. Baldock
State Highway Engineer

NOTE

By: John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

NOTED
V. R. JONES

NOTED
Harold C. Ayers

August 11, 1954

Coos County Court
Court House
Coquille, Oregon

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Very truly yours,

R. H. Baldock
State Highway Engineer

By: John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

Form cc-12 (1954 Rev.)

Oregon Project S-162(1)
FAS 568

RESOLUTION

8 2-54

WHEREAS, a county road in Coos County, State of Oregon, known as the Coos City-Sumner County Road, is routed through the County of Coos, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Coos County, the section adopted for improvement being more particularly described as follows; to wit:

> A bridge over the Isthmus Slough designated as the Coos City Bridge and located approximately 4 miles south of the City of Coos Bay.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Coos will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Coos County, Oregon, that no encroachments will be permitted on the county road known as the Coos City-Sumner County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Coos County, Oregon, this 2nd day of August, 1954.

By James W. Harrison
County Judge

Attest: Vaughan
County Clerk

By Fred A. Kruse.
County Commissioner

By R C Fue
County Commissioner

NOTED
V. R. JONES

July 29, 1954

Mr. Floyd Robb
Coos County Engineer
Coquille, Oregon

NOTED
Harold C. Ayers

Dear Mr. Robb:

Enclosed are six copies each of a maintenance agreement and encroachment resolution and a set of plans and specifications in connection with the Coos City Bridge over Isthmus Slough on FAS 568.

The maintenance agreement and encroachment resolution are standard forms required by the B.P.R. in connection with projects of this nature. The set of plans and specifications are for your information and records.

Please have the Court sign, the County Clerk attest and seal, and return all six copies of the agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of the agreement will be returned. If possible, the signed documents should be mailed so as to arrive in Salem on or before August 4th.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

NOTED
J.F. HAGEMANN

JFH:MM
Encl.

NOTED
V. R. JONES

Salem, Oregon
July 29, 1954

Mr. W. C. Williams
OFFICE

[illegible]
[illegible] C. Ayers

Attached are three copies of a finance agreement covering the Coos City Bridge, FAS 568, in Coos County. Two copies of the agreement have been executed by the proper county officials and are now ready for presentation to the Highway Commission. Both copies require your signature of approval.

The Coos City Bridge project was approved by the Highway Commission on January 21, 1953.

John W. Cattrall
Engineer, County and City Relations

By

John D. Graham
Office Engineer

JDG:MM
Att.

NOTED
J. F. HAGEMANN

File ✓

FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

July 23, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project FAS 162
Isthmus Slough Bridge Section
Coos County

Dear Sir:

The sketch map dated May 1954, subject project, is approved today subject to the following conditions:

> That the railroad grade crossing within the limits of the project shall be eliminated or adequately protected in accordance with General Administrative Memorandum No. 63.
>
> That adequate signs and protective devices be installed warning of the narrow bridge on the route until such time as a new bridge is constructed.

It has been noted that the sketch map has erroneously shown the project to be in T-25-S. The correct location is T-26-S.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED
[illegible] 1954
OREGON
STATE HIGHWAY COMMISSION

7-14-54

New estimate from Stevenson on the Isthmus Slough Bridge: $188,300, including 12½% engineering & contingencies

Coos Co.
FAS 568

NOTED
V. R. JONES

18, 1954

FAS 568

NOTED
Harold C. Ayers

Gentlemen:

This is to acknowledge receipt of your letter of June 16th accompanied by a check in the amount of $69,000 as an advance deposit against the County's share of the Coos City Bridge FAS project over Isthmus Slough. Receipt is also acknowledged of two signed copies of an agreement covering the financing of this project. After bids have been received at the August 9-10 Highway Commission meeting, an adjustment of this deposit based on the low bid plus 12-1/2% for engineering and contingencies will be made.

Thank you for advising that the County wishes to postpone a decision in relation to the proposed Riverton bridge site survey. No further action will be taken on this matter at this time.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

NOTED
V. R. JONES

June 18, 1954

Coos County Court
Court House
Coquille, Oregon

FAS 568

NOTED
Harold C. Ayers

Gentlemen:

This is to acknowledge receipt of your letter of June 16th accompanied by a check in the amount of $69,000 as an advance deposit against the County's share of the Coos City Bridge FAS project over Isthmus Slough. Receipt is also acknowledged of two signed copies of an agreement covering the financing of this project. After bids have been received at the August 9-10 Highway Commission meeting, an adjustment of this deposit based on the low bid plus 12-1/2% for engineering and contingencies will be made.

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Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

COOS COUNTY COURT

COQUILLE, OREGON

JAMES W. HARRISON, COUNTY JUDGE
FRED A. KRUSE, COUNTY COMMISSIONER
F. C. TRUE, COUNTY COMMISSIONER

June 16, 1954

RECEIVED
18 1954
ENGINEER
RELATIONS

RECEIVED
1954
ENGINEER

John F. Hagemann
Asst. Engr., County and City Relations
State Highway Department
Salem, Oregon

Ck #6109. $69,000.00
[illegible] 6-18-54

Dear Mr. Hagemann:

Enclosed you will find a check in the amount of $69,000.00 which is to be applied against our share of the total costs of the construction of the Coos City Bridge across Isthmus Slough. The agreement which the Highway Commission presented to the Court was satisfactory, and we are looking forward to the letting of that contract. In the event that the total costs are higher than the estimated costs, I believe that funds will be available in our 1954-55 budget.

In regard to the preliminary survey which we requested for the Riverton Bridge, we were somewhat startled at the estimated cost which was quoted to us in the amount of $3,200.00. We have not decided whether or not to proceed with that survey, so it might be well to postpone any action on this until we complete our proposed Federal Road study.

If you wish any further information regarding this matter, please contact us.

Very truly yours,

Coos County Court
James W. Harrison
James W. Harrison
County Judge

F. C. True
F. C. True
Commissioner

JWH/cg

enclosure

RECEIVED
JUN 11 1954
FOR FILING

Court
[illegible]
[illegible]

June 10, 1954

Hon. James W. Harrison
County Judge
Coos County
Coquille, Oregon

Dear Judge Harrison:

This note is in reply to your letter of June 8, 1954 inquiring as to the reason for the delay of advertising for bids for the Isthmus Slough Bridge and requesting a firm date for letting the contract.

I have consulted with our Bridge Department and find that the reason that bids will not be received at the June meeting of the Highway Commission for this bridge project was due to the fact that the plans have not as yet been completed. The preparation of the plans detail a great amount of work, and it was simply impossible to finish them in time to receive bids at the June meeting. I am assured by the Bridge Department that the bridge will definitely be advertised for bids to be received at the August meeting of the Commission. You will be furnished a set of plans for the structure as soon as they are completed.

In the last paragraph of your letter you mention the $69,000 the County has budgeted for this project. Inquiry of our County and City Relations Department reveals that Mr. Hagemann wrote you on Tuesday of this week, June 8th, regarding that feature. You should have received his letter in today's mail. In the event that this letter and that of Mr. Hagemann does not clear the situation to your satisfaction, please write me again and I will endeavor to furnish additional information.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

COOS COUNTY COURT

COQUILLE, OREGON

JAMES W. HARRISON, COUNTY JUDGE
FRED A. KRUSE, COUNTY COMMISSIONER
F. C. TRUE, COUNTY COMMISSIONER

June 8, 1954

H. B. Glaisyer, Sec.
Oregon State Highway Commission
State Highway Department
Salem, Oregon

Dear Mr. Glaisyer:

We were unofficially informed today that the letting of the Contract for the construction of the Coos City Bridge across Isthmus Slough in Coos County has been postponed again from June to August. The last time we were in Salem, we were informed that the contract would be let in June. We had wished to have it scheduled for last February.

However, based upon our information received when we were in Salem a few weeks ago, we have informed the people in the area that the work would be started in June or July of this year. Naturally our plans and theirs were made accordingly. A delay will be inconvenient but can perhaps be justified if we have a letter from your office stating the reason for the delay and containing a firm date for letting the contract.

We realize that this bridge is only one among many and that it is not more important than any other bridge. However, we would appreciate knowing what we can plan on. Otherwise the people interested in that bridge believe we are misleading them.

The $69,000.00 budgeted for this bridge was in this years budget. We are wondering how this money should be handled so that re-budgeting will not be necessary.

Any help which you can give us in this matter will be appreciated.

Very truly yours,

Coos County Court
James W. Harrison

James W. Harrison
County Judge

RECEIVED
JUN 10 1954
STATE [illegible]

ANSWERED
H. B. GLAISYER

NOTED
V. R. JONES

NOTED
Harold C. A [illegible]

June 8, 1954

Coos County Court
Court House
Coquille, Oregon

Gentlemen:

As per my telephone conversation of June 8th with Commissioner Kruse, I am enclosing two copies of an agreement covering financing of the Coos City Bridge over Isthmus Slough on FAS 568. When plans are available a copy will be attached as "Exhibit A" of the agreement.

The agreement provides that the county will make an advance deposit of 20% of $145,000 (total 1954 and 1955 FAS funds available to Coos County) and 100% of all estimated costs in excess of $145,000. The usual procedure is to make this deposit after bids have been received, using the low bid plus 12-1/2% for engineering and contingencies as a basis for the deposit. If you would prefer, you can make a deposit at this time based on our present estimated total cost of $175,000 and we will adjust the amount of this deposit after we have received bids at the August 9-10 Highway Commission meeting.

The deposit based on an estimated cost of $175,000 would be as follows:

20% of $145,000 =	$29,000
100% of $175,000 - $145,000 =	30,000
Total	$59,000

It should be clearly understood that the $175,000 estimated cost is not based on actual quantities as they are not available at this time. If for any reason you wish to deposit at this time more or less than the above $59,000 you may do so and we will hold it in our advance deposit fund for adjustment after bids have been received. The deposit should be made by means of a check or warrant payable to the Oregon State Highway Commission and forwarded to this office.

If the agreement meets with your approval, please sign, have the County Clerk attest the signatures, and return both copies to this office. After signature by the Highway Commission a fully executed copy of the agreement will be returned for your records.

I am also enclosing a copy of a report on an FAS System study conducted in Thurston County, Washington. This fairly well details the study Mr. McClarty and I discussed with you at the last District Meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

NOTED
J. F. HAGEMANN

By: John F. Hagemann
Asst. Engr., County and City Relations

Encl.

VED

FILING

Coos
Fed Aid
[illegible]

FAS 162

June 7, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are sending under separate cover four copies of project statement map for the Isthmus Slough Bridge Section, Project No. FAS 162.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

JWN:gs

OREGON STATE HIGHWAY DEPARTMENT

Sketch Map

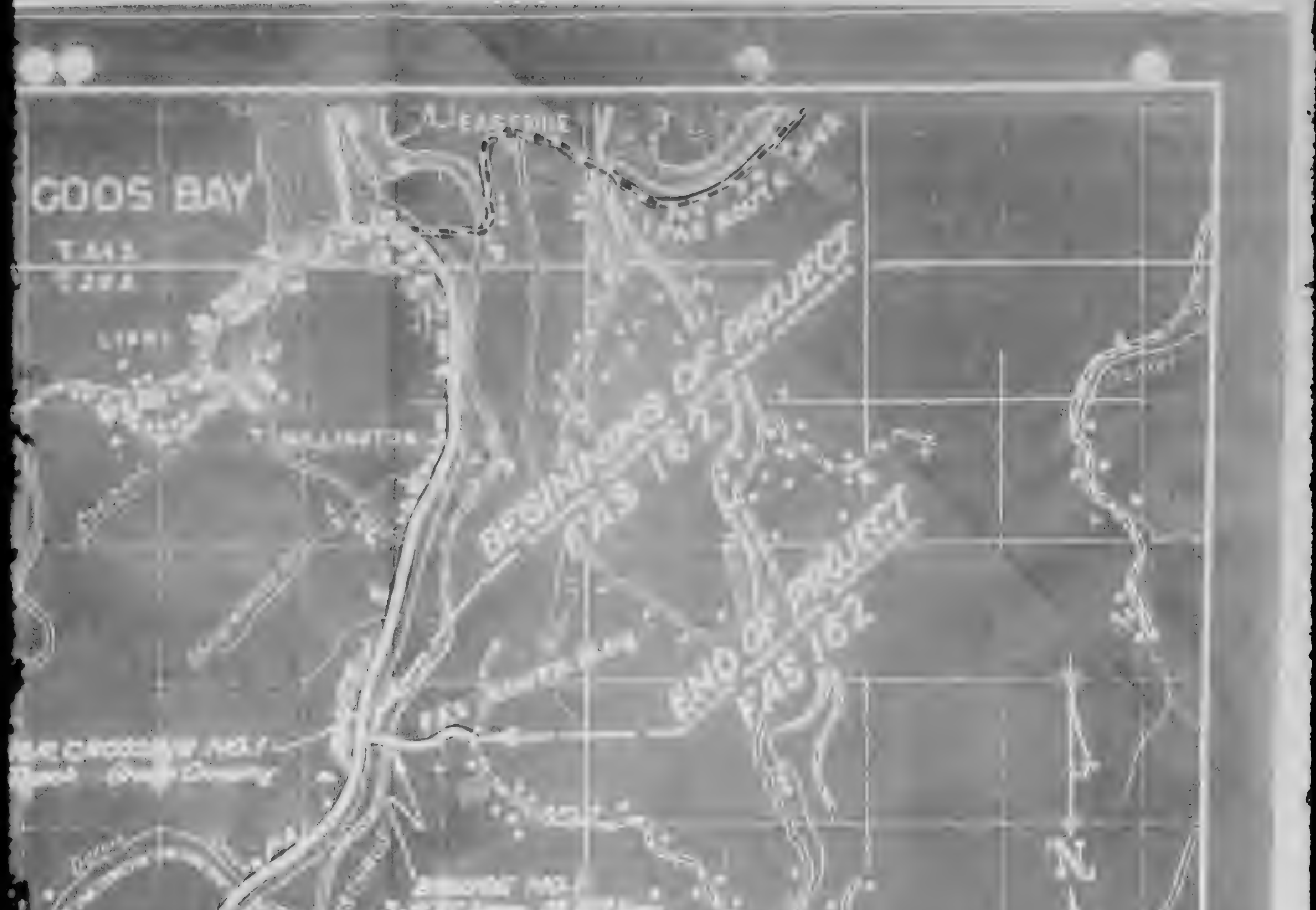
ISTHMUS SLOUGH BRIDGE SEC.

COOS COUNTY

PROJECT NO. FAS 182

Scale 1"=1 Mile May 1954

Length of Project [illegible] Miles


EASTSIDE
COOS BAY
BEGINNING OF PROJECT
FAS 162
END OF PROJECT
FAS 162
SUMNER
N
GE SEC.
062
1954

January 30, 1953

Coos County Court

Coquille, Oregon

Gentlemen:

On January 21 the Highway Commission approved for construction with fiscal year 1955 Federal Aid Secondary funds the project in Coos County as shown in the attached tabulation. The details as set forth in this tabulation are believed to conform with the Court's request.

If plans proceed on schedule this project should be contracted during the first half of 1954..

As you know, the county will be required to deposit 20% of the total FAS funds plus 100% of all costs in excess of available FAS funds prior to award of a contract. This is presently estimated to total approximately $69,000 and will be covered by an agreement at a later date.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:MM
Att.

NOTED
J. W. CATTRALL

#1 568

COOS COUNTY

TOTAL FAS FUNDS FOR PROGRAMMING: 1954 - $--
1955 - $145,000

PROPOSED PROJECTS:

1954 - None.

1955 - FAS 568 (Coos City Road). Replace the Isthmus Slough Bridge. Preliminary estimate of cost furnished by Bridge Division is $185,000.

REMARKS: Coos County will furnish all costs in excess of the $145,000 available FAS funds. This bridge is over a navigable body of water and approximately nine months will be required to design bridge and obtain necessary permits from governmental agencies.

Approved 1/21/53

(Tab 4-53)

RM E-151X 1950 9-52 Mr. [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY DEPARTMENT
OFFICE OF G. S. PAXSON, BRIDGE ENGINEER
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

December 4, 1952

[illegible]
[illegible]

Mr. Floyd A. Bobb
County Engineer
Coos County
Coquille, Oregon

Dear Sir:

Herewith prints from the vicinity map for the Coos City Bridge over Isthmus Slough (Bridge No. 2300-A) and prints of a preliminary sketch showing the proposed arrangement of the new structure.

In making this sketch we have planned on using treated timber piles throughout as a substructure, including the piers. We would have concrete caps on the piers and treated timber caps on the approach bents. The superstructure would be precast concrete beams with a concrete deck and rail on the approach spans and open grid steel decking on the drawspan, in order to hold down the weight, and a concrete deck on the steel truss over the main channel.

Our estimate on this structure is as follows:

Furnish Treated Piling	16,000 lin. ft.	at $ 1.75	$ 28,000
Drive Piles	178 only	75.00	13,350
Class A Concrete	800 cu. yds.	68.00	54,400
Metal Reinforcement	174,000 lbs.	0.11	19,140
Treated Lumber	10 M-FBM	300.00	3,000
Structural Carbon Steel	140,000 lbs.	0.22	30,800
Removal of Old Bridge	All Required	Lump Sum	4,000
Navigation Lights	All Required	Lump Sum	2,000
			$154,690
Plus 21% for engineering and contingencies			32,310
TOTAL			$187,000

This is preliminary only as we have not had opportunity to go very far into the design of the structure.

I would ask that you give careful consideration to the horizontal clearances for navigation which are proposed in this sketch and also that you establish a vertical clearance above high water for the fixed span that would be satisfactory to the navigation interests on the slough.

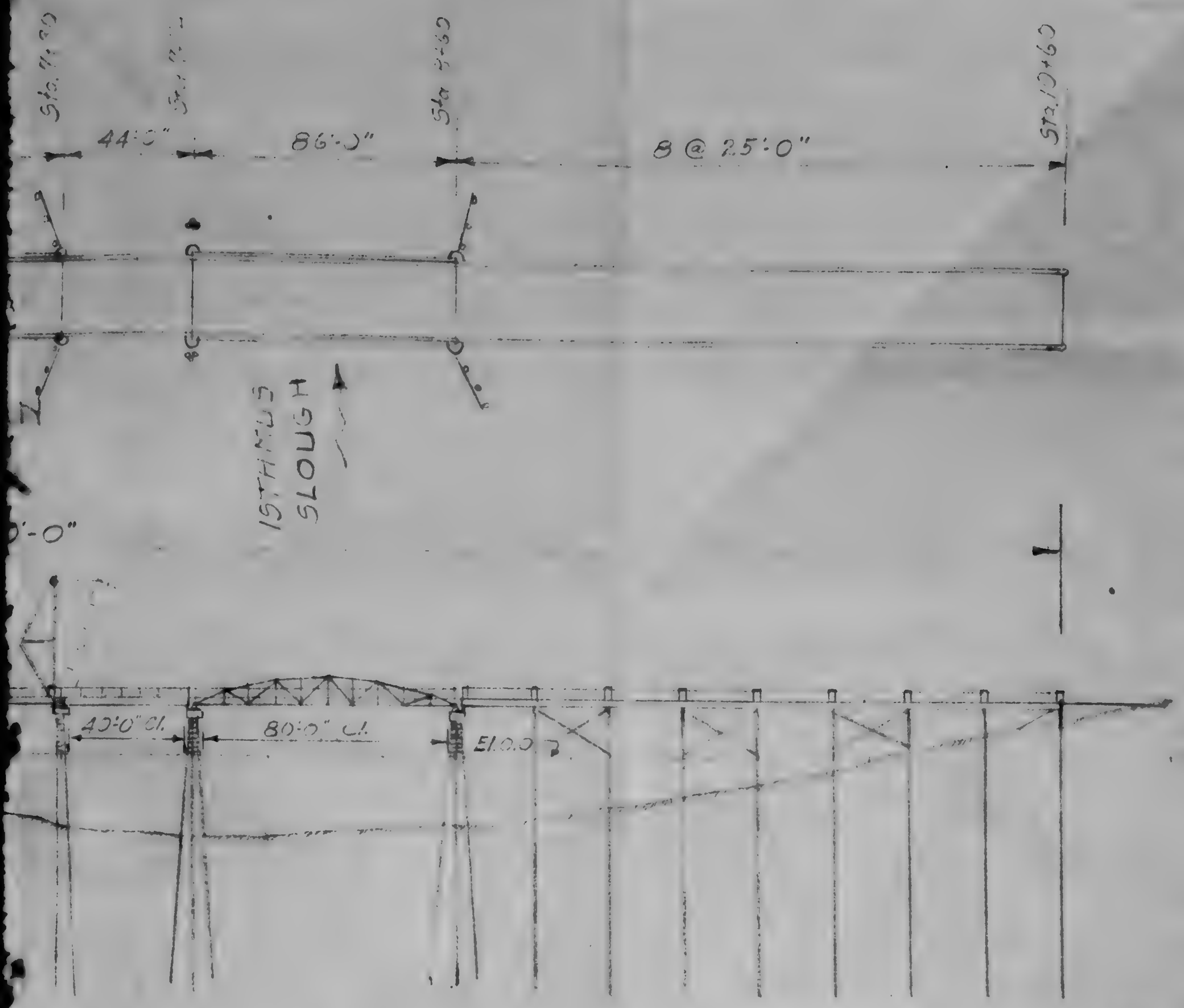
We should be in agreement with these interests before we go to the U. S. Engineers for a hearing.

Mr. Stephenson and Mr.Cattrall are going to Coos Bay tomorrow and will discuss this matter with you in more detail.

Very truly yours,

G. S. Paxson
Bridge Engineer

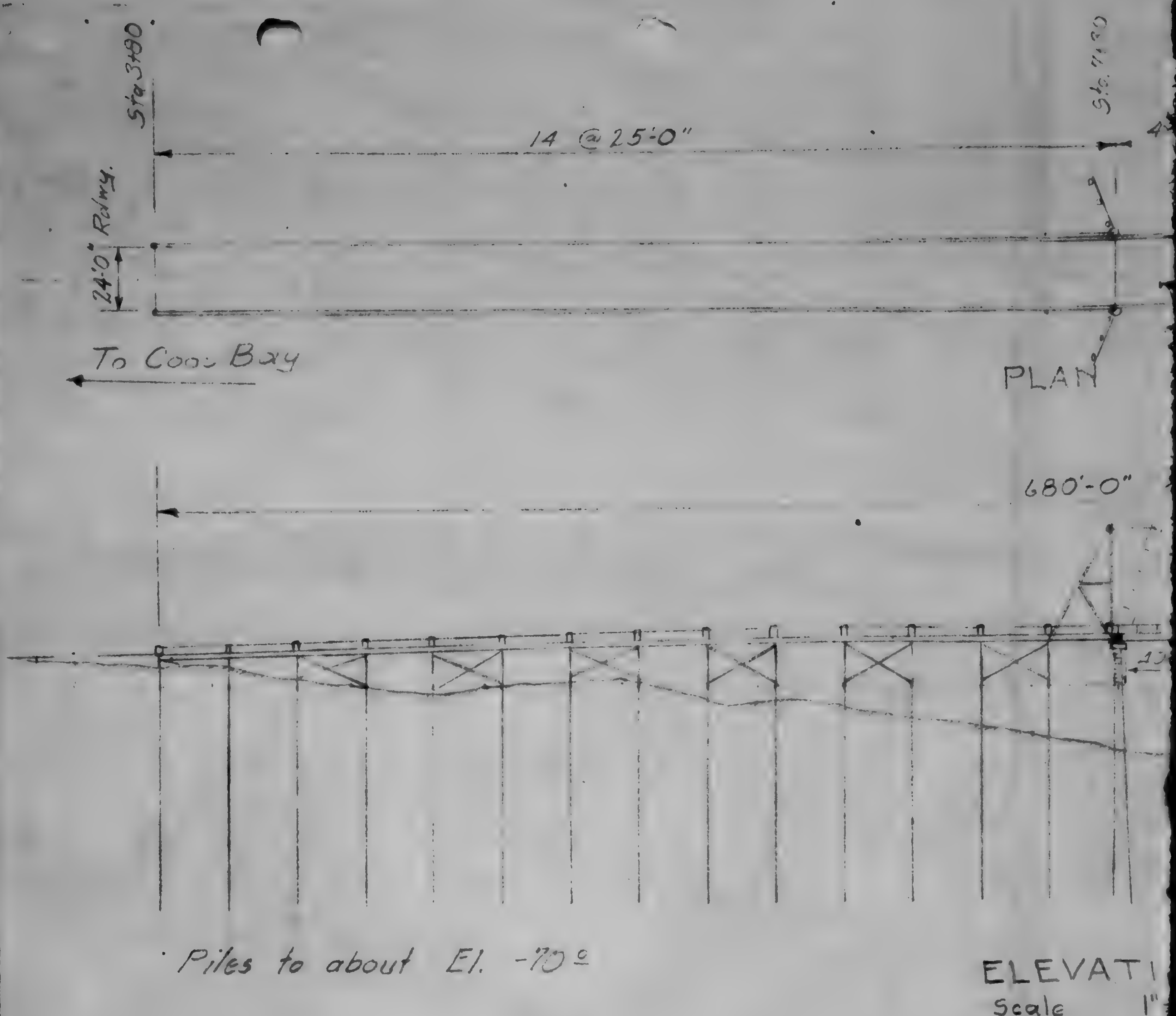
Attached
GSP:gm
cc J. W. Cattrall



VATION
1"= 50'

PROPOSED
COOS CITY BRIDGE
OVER
ISTHMUS SLOUGH
FOR COOS COUNTY

Dec. 4 1952 Br 2300 A
RTS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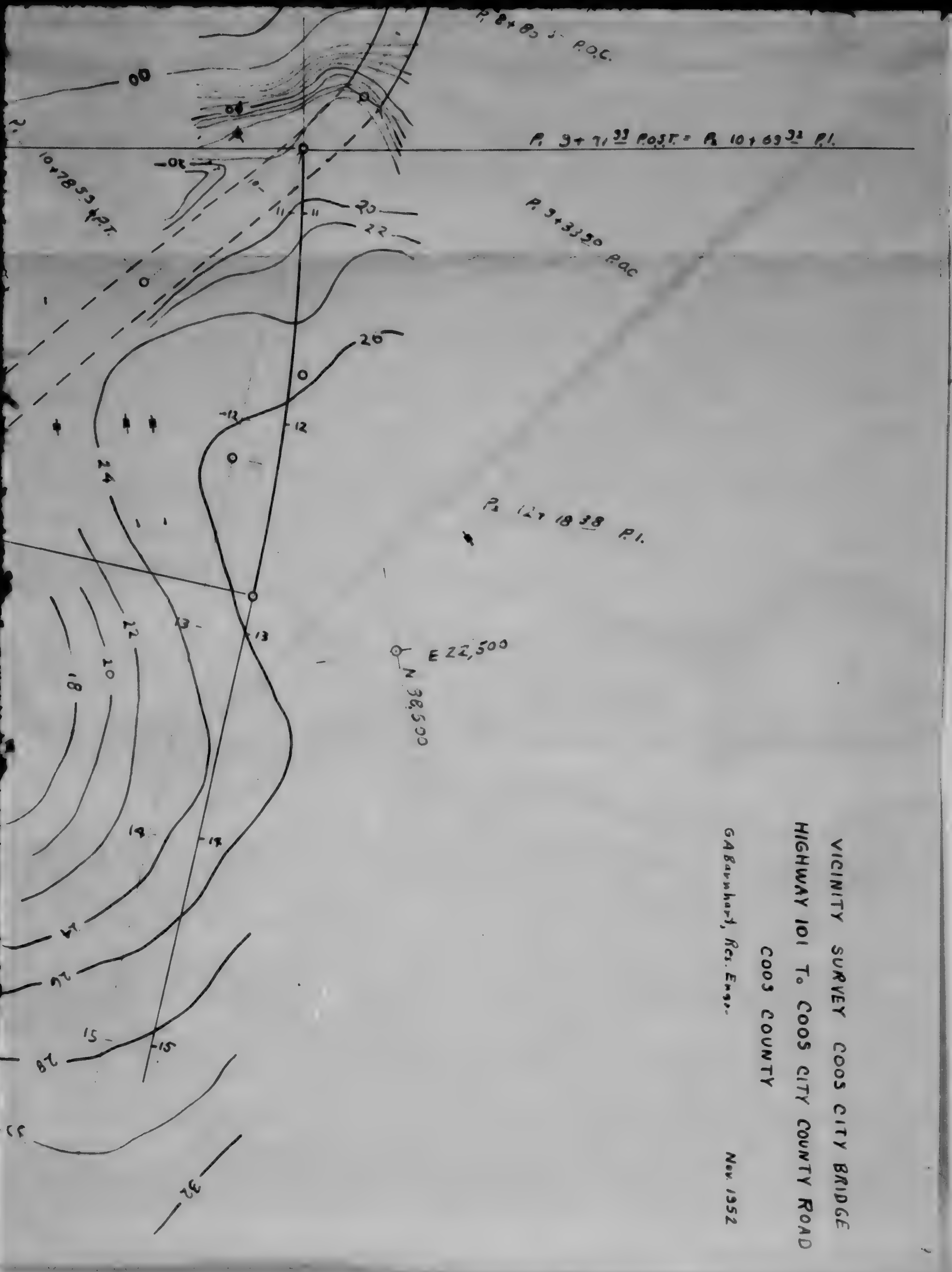
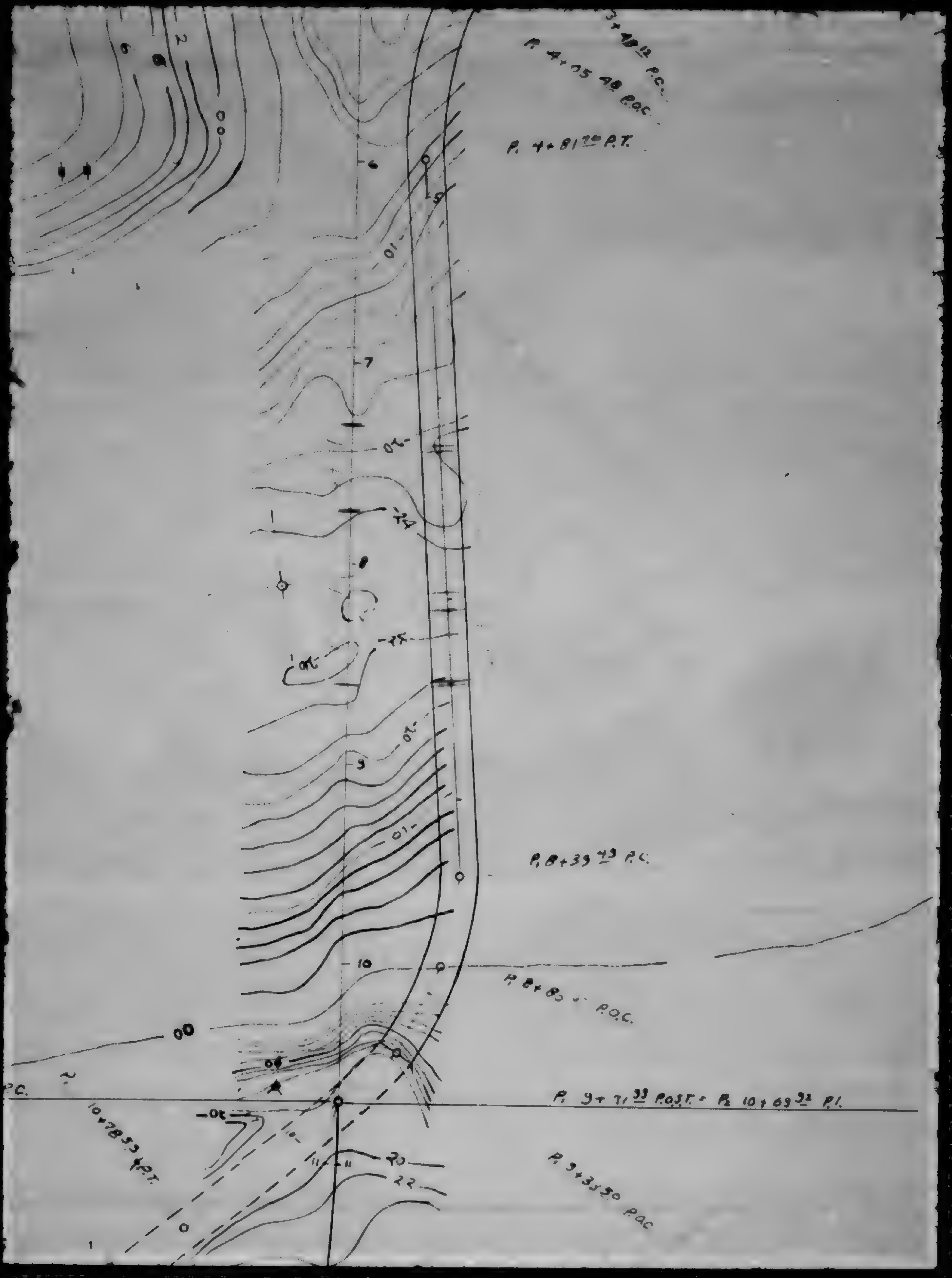


VICINITY SURVEY COOS CITY BRIDGE
HIGHWAY 101 To COOS CITY COUNTY ROAD
COOS COUNTY

G.A.Barnhart, Res. Engr.

Nov. 1952

3+70 12 P.C.
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P. 4+81 70 P.T.
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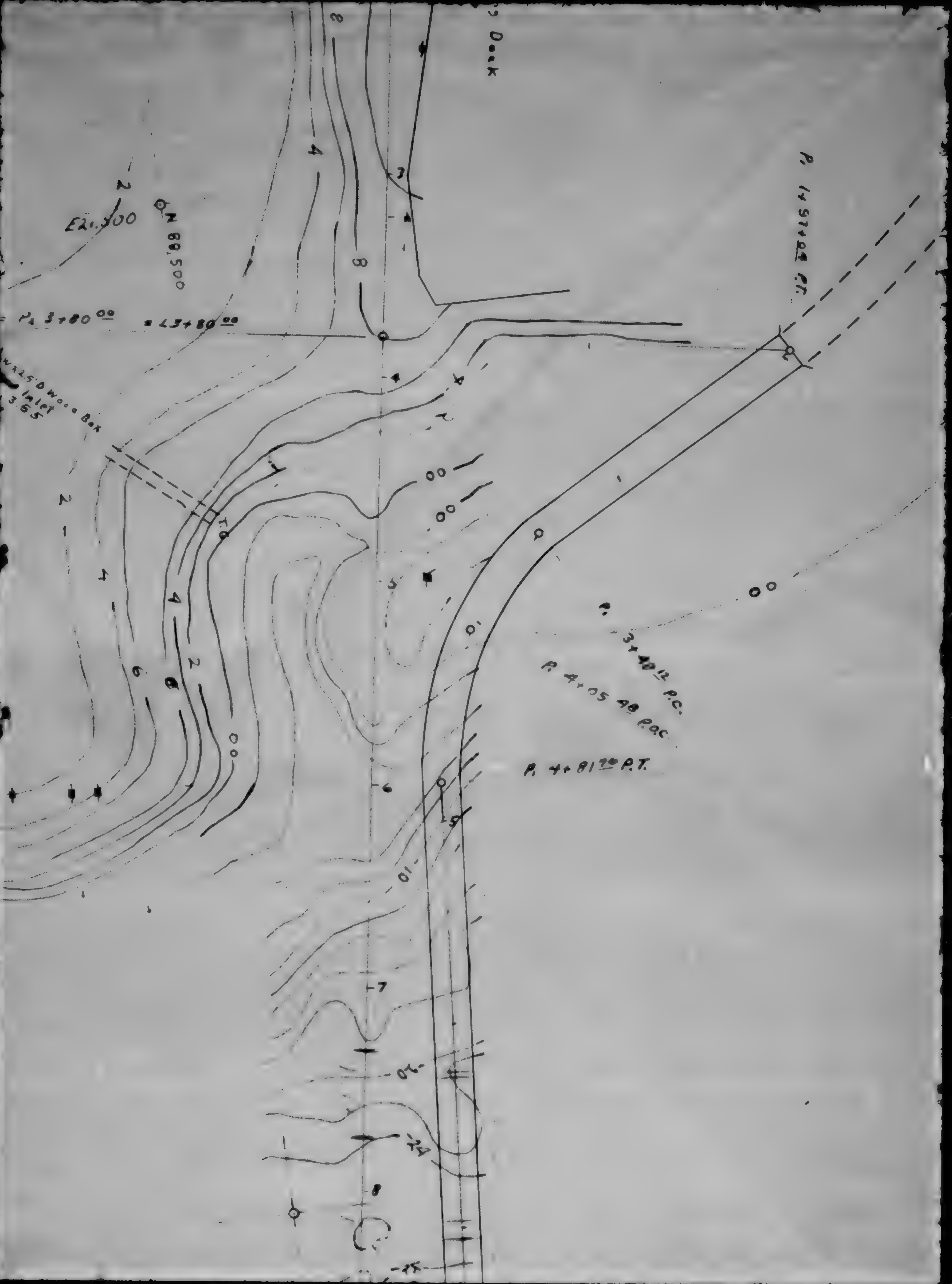Dock
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N 88,500
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L3+80.00
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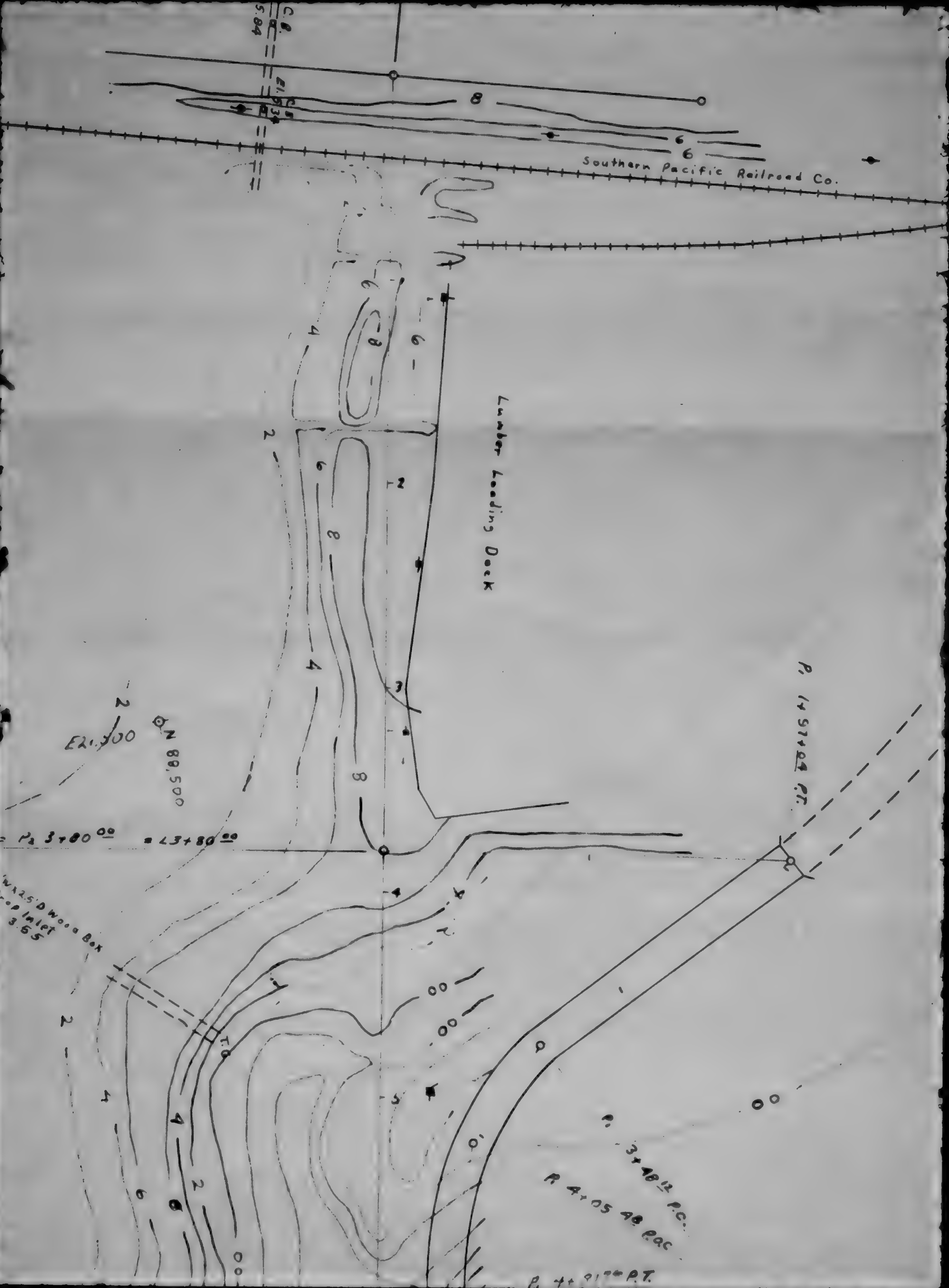
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Southern Pacific Railroad Co.
Lumber Loading Dock
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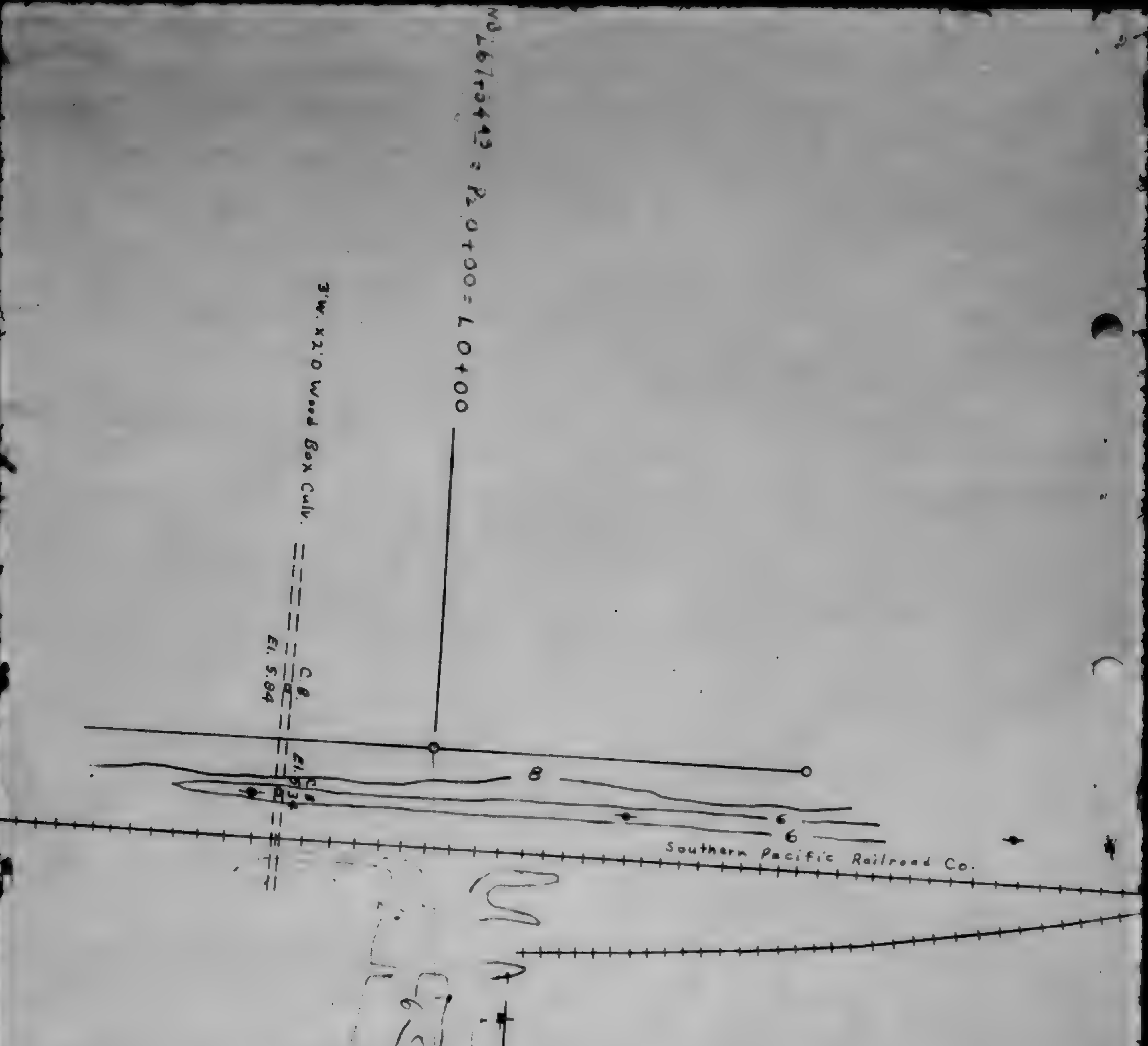
P1 4+05.48 P.R.C.
0
P1 4+91.74 P.T.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Southern Pacific Railroad Co.
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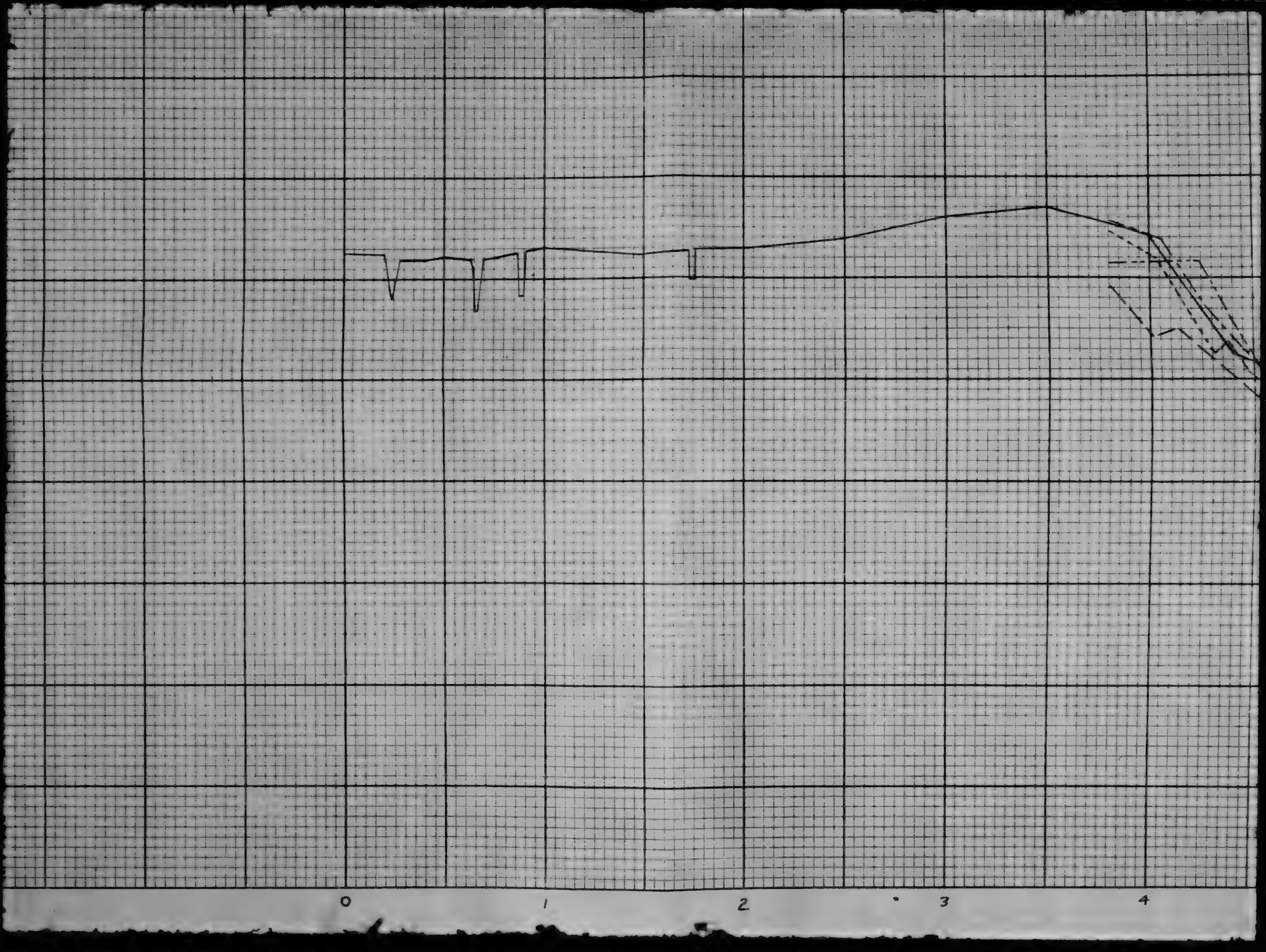
Lumber Loading Dock
P1 14+97+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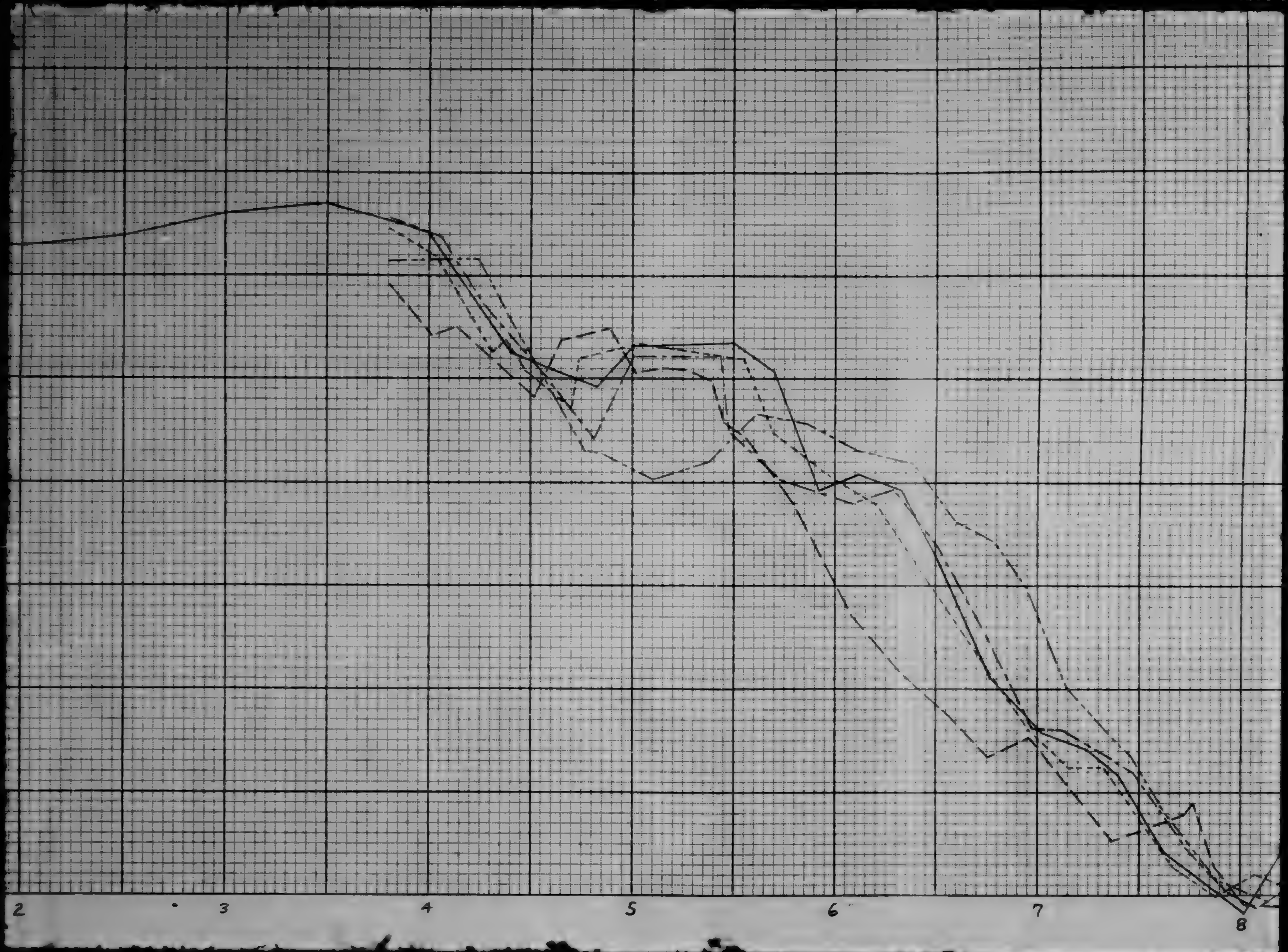
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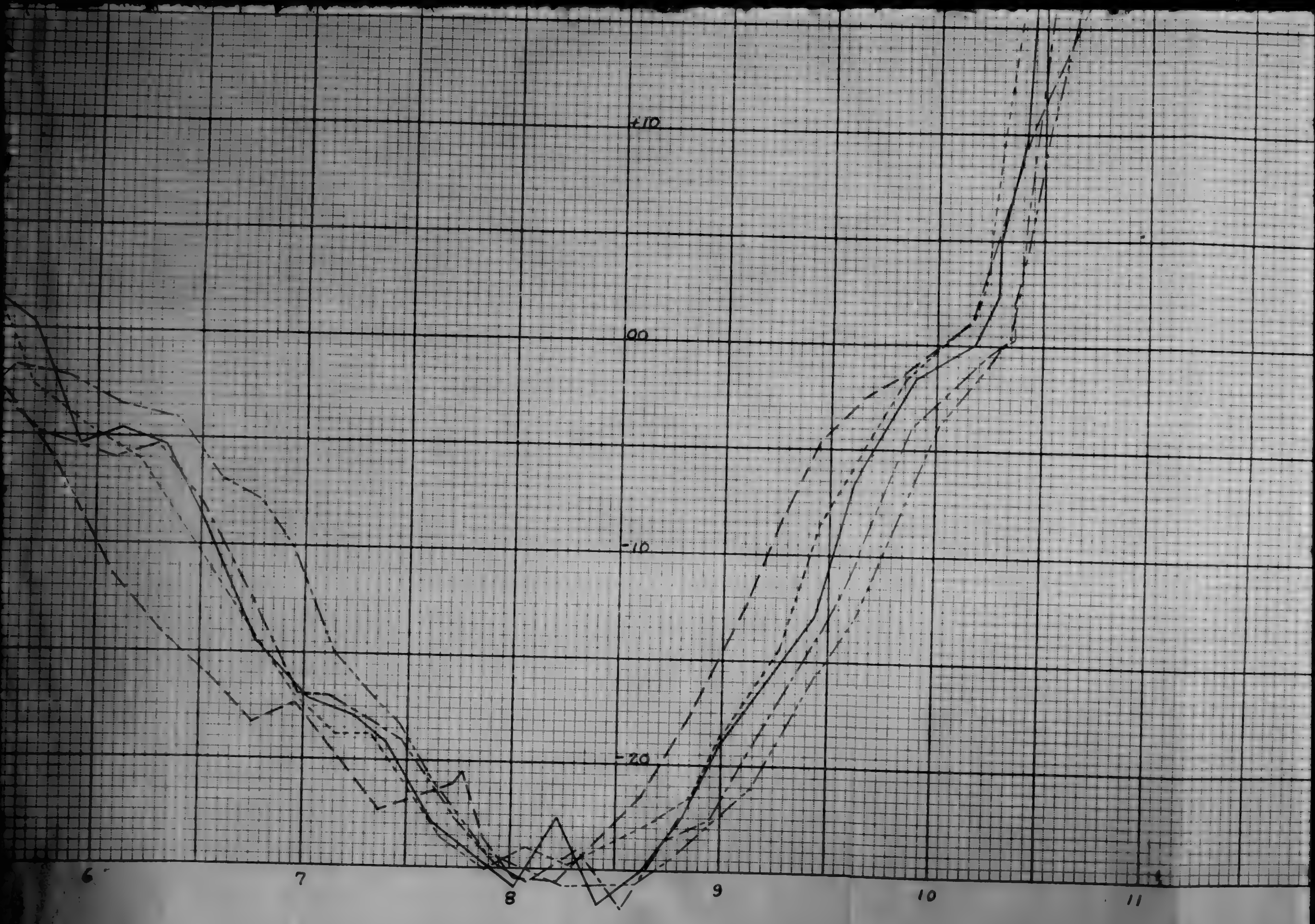
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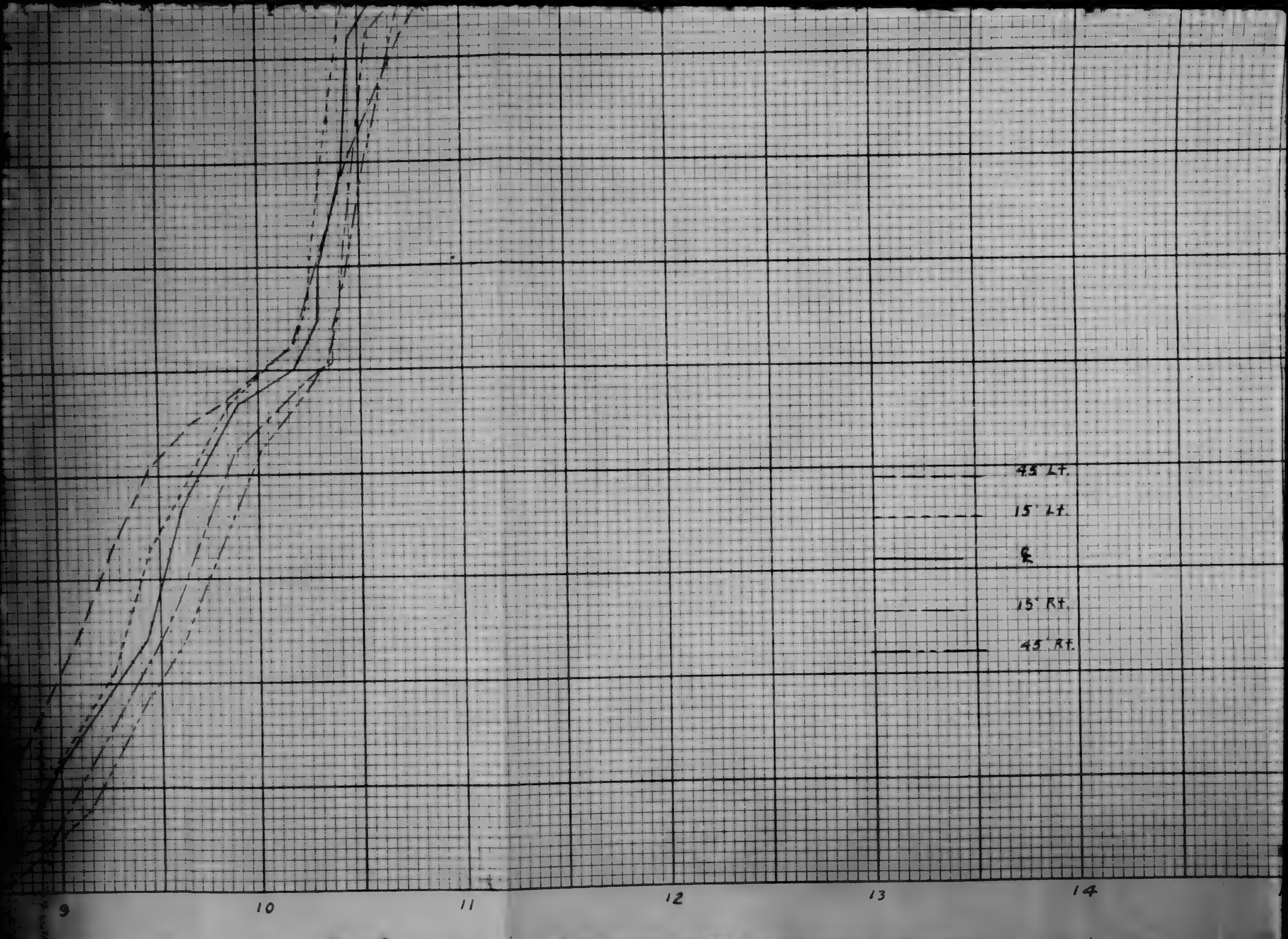
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NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

June 16, 1952

Mr. Floyd Robb
Coos County Engineer
Coquille, Oregon

[illegible] # 17

Dear Sir:

I have received your letter with the photostatic copy of the draft and have taken this matter up with Mr. Williams. It appears that a matter of survey authorization not being made was an oversight. I believe the matter of authorization is now cleared up and it is hoped the survey can proceed in the very near future. I wish to thank you for calling this situation to my attention.

Very truly yours,

R. H. Baldock
State Highway Engineer

NOTED
J. F. HAGEMANN

By

John W. Cattrall
Engineer, County and City Relations

JWC:MM

FLOYD A. ROBB
COUNTY ENGINEER

COOS COUNTY
HIGHWAY DEPARTMENT
6TH & SCHROEDER STS.
COQUILLE, OREGON

June 10, 1952

Mr. John W. Cattrall
Engineer, County & City Relations
State Highway Department
Salem, Oregon

Dear Mr. Cattrall:

Enclosed please find the photostatic copy of draft, as per our telephone conversation the other day.

Thanks for your past patronage.

Very truly yours,

F. A. Robb, County Engineer
Coos County Highway Department

FAR:el

Enc:

NOTED
W. C. WILLIAMS

RECEIVED
JUN 11 1952
ENGINEER
[illegible] IONS

RECEIVED
JUN 11 1952
OREGON
STATE HIGHWAY COMMISSION

Warrant No. 12

November 23, 1951

Filed ____________, 19__

To Oregon State Highway Department
Att: (Claimant)
Mr. W. C. Williams
Address ~~Assistant State Highway Engr.~~
Salem, Oregon

Georgianna Vaughan County Clerk

By ____________, Deputy
Coos County, Oregon

DATE	NATURE OF CLAIM	AMOUNT
	Advance Payment as requested in your letter of November 7, 1951 for survey of a new bridge near the location of our Coos City County Bridge in Section 23, T. 26 S. R. 12 W. W. M.	
	General Roads: New Surveys	$500.00

Acct. ____________

Fund ____________ O. K.

By F.A. Robb

STATE OF OREGON }
COUNTY OF COOS } ss.

I, ____________, *hereby* certify that the foregoing bill for ____________ was furnished to Coos County, at the instance of ____________ that the same was solely for Coos County, that the prices charged are reasonable and not in excess of the market value thereof, and the same is wholly unpaid.

Dated ____________, 19__

It is ordered that a warrant in the sum of $____________ be drawn on the ____________ Fund in payment of this account.

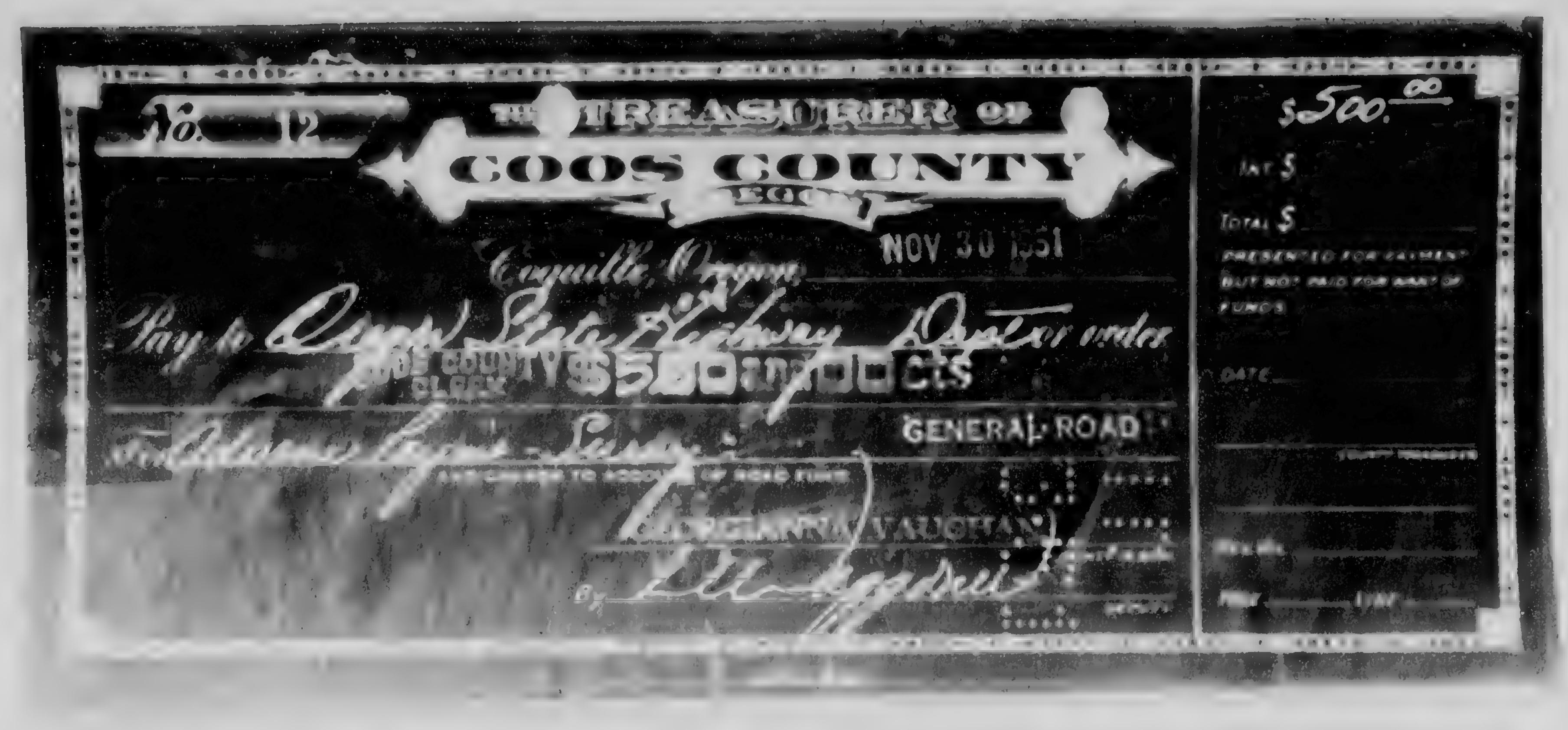
Dated ____________, 19__

James W. Harrison
County Judge

Fred A.Kruse
Commissioner

F.C. True
Commissioner

NOTE:—All claims must state in detail date of service, or date supplies were furnished, rate and price charged, and O. K'd by party ordering same. All bills must be certified by member of the firm or person having knowledge of the account.



No. 12

THE TREASURER OF
COOS COUNTY
OREGON

NOV 30 1951

Coquille, Oregon

Pay to Oregon State Highway Dept. or order

COOS COUNTY CLERK $500 and 00 CTS

GENERAL ROAD

AND CHARGED TO ACCOUNT OF ROAD FUND

GEORGIANNA VAUGHAN

By

$500.00

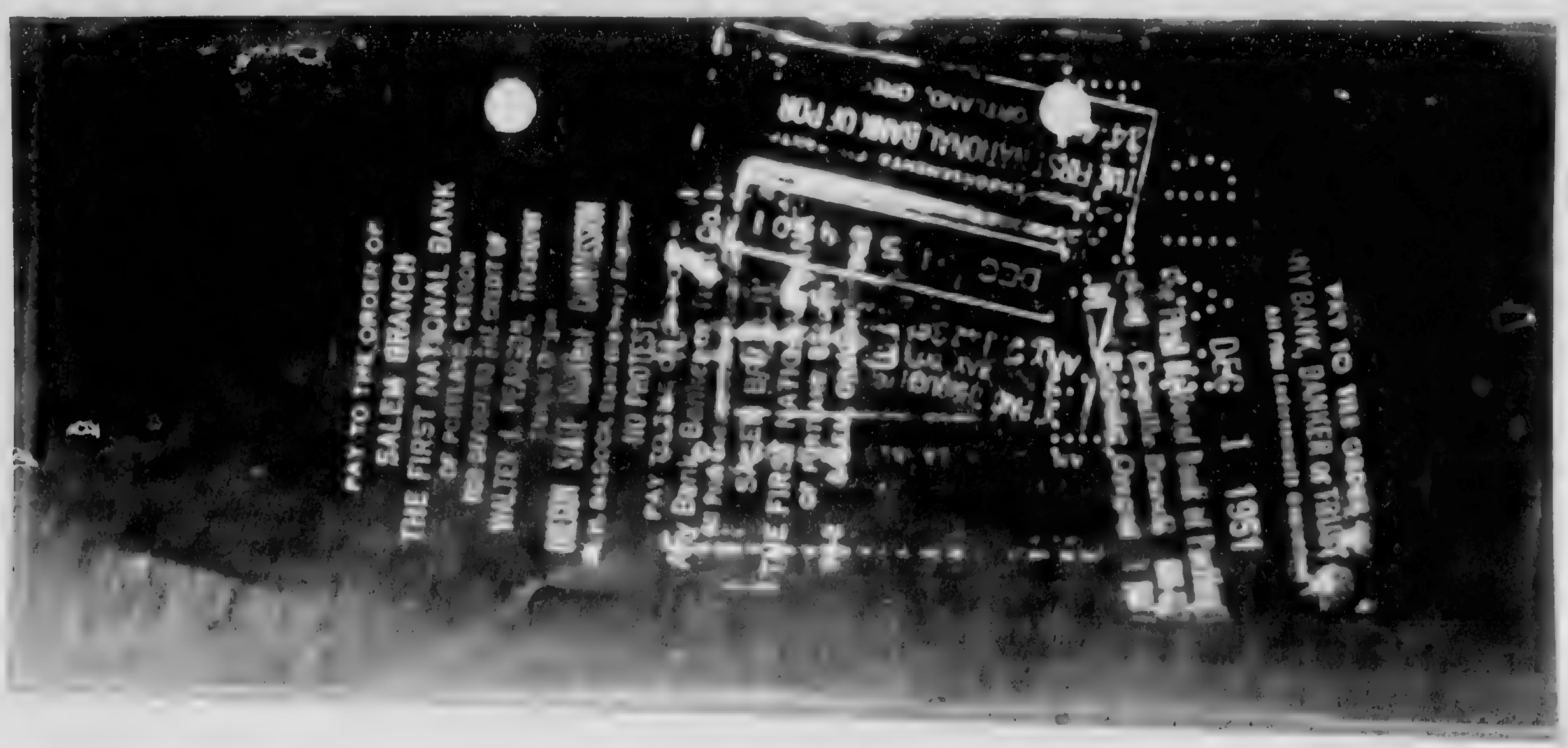
INT. $

TOTAL $

PRESENTED FOR PAYMENT BUT NOT PAID FOR WANT OF FUNDS

DATE

COUNTY TREASURER



PAY TO THE ORDER OF
SALEM BRANCH
THE FIRST NATIONAL BANK
OF PORTLAND, OREGON
FOR DEPOSIT TO THE CREDIT OF
WALTER J. PEARSON, TREASURER
OREGON STATE HIGHWAY COMMISSION

NO PROTEST

THE FIRST NATIONAL BANK OF PORTLAND
PORTLAND, ORE.

DEC 1 1951

PAY TO THE ORDER OF
ANY BANK, BANKER OR TRUST CO.

State of Oregon:
ss
County of Coos :

I, hereby certify that the within is a true copy of the Original record on file in my office and custody JUN 10 1952

Dated this.....day of..................,19...

GEORGIANNA VAUGHAN

County Clerk

By

Deputy

S-77 (4) North Scappoose Creek 1954
Bridge
4277

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

35

State [illegible]gon
County Columbia
Project No. S-77(4)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 20th day of June, 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 1st day of June, 1954, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 0.017 miles of bridge construction
(Character of work)

between FAS 601 at Pittsburg Junction approximately 5 miles northeast of Vernonia and F.A. Route 1 near north city limits of Scappoose, consisting of 0.000 miles of roadway and one (Number) bridge~~s~~ totaling 0.017 miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of eleven thousand, three hundred and 00/100 dollars ($11,300.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is eighteen thousand, three hundred eighty-one and 00/100 dollars ($18,381.00).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITHNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Ben R Chandler
Chairman, State Highway Commission
(Title)

By Chas H Reynolds
Member, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

Attest

SECRETARY

COMMISSIONER OF PUBLIC ROADS

By
Division Engineer, Bureau of Public Roads

—32551

IVED
JUN 16 1955
DIVISION 8

Oregon State Highway Department

Federal Aid Secondary
Project No. S-77 (4)

NORTH SCAPPOOSE CREEK BRIDGE ON THE PITTSBURG-SCAPPOOSE ROAD IN COLUMBIA COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 21, 1955

Type Code X020
North Scappoose Creek Bridge (Sta. 11+63.3 to Sta. 12+04.3)

All Required	Shoring, Cribbing Etc.	$	$ 380.00
280 cu. yds.	Structural Excavation	4.00	1,120.00
30 cu. yds.	Excavation Below Elevation Shown	10.00	300.00
205 cu. yds.	Class "A" Concrete	50.00	10,250.00
42,000 lbs.	Metal Reinforcement	0.11	4,620.00
10 lin. ft.	8-Inch Metal Drain Pipe	4.00	40.00
	Subtotal		$16,710.00
	10% Engr. & Cont.		1,671.00
	Total		$18,381.00

Length of Structure 0.017 Mile

Federal Funds..	$11,300.00
State Funds..	3,540.50
County Funds..	3,540.50
	$18,381.00

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

Funds For Maint.: Chap. 529, Laws 1939.

Note: Necessary cash has been deposited by Columbia County with the Highway Department.

4277

PROJECT AGREEMENT

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

North Scappoose Creek Bridge
The Pittsburg - Scappoose Road
Columbia County

NATURE OF WORK:

Structure

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

4277 Archie R. Averill 8-26-54

DATE OF COMPLETION:

11-30-54

REMARKS:

The Highway Commission declared Mr. Averill in DEFAULT

RECEIVED
MAR 21 1955
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 16, 1955

Mr. Archie R. Averill
1247 [illegible] Street
Roseburg, Oregon

Re: Contract for North
[illegible] Creek Bridge

NOTED
W. C. WILLIAMS

Dear Mr. Averill:

Please refer to our previous correspondence relative to the claim of the State Highway Commission for the amount of your proposal bond submitted in connection with your bid for the contract for the North [illegible] Creek Bridge.

In your letter of February 19, 1955, you stated that you would like to meet with the State Highway Commission for the purpose of discussing the matter. I have taken the liberty of making arrangements for you to appear before the Highway Commission at 11:15 A.M. on April 14, 1955, which will be the next regular meeting of the State Highway Commission. Fifteen minutes will be allotted for your appearance. If these arrangements do not meet with your approval, it will be most sincerely appreciated if you will contact Mr. H. B. Glaisyer, Secretary of the State Highway Commission, with regard to the matter.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By
[illegible] L. [illegible], Jr.
Assistant Counsel

[illegible]
cc: The Aetna Casualty and Surety Company

Blind cc: Mr. H. B. Glaisyer
Mr. W. C. Williams

RECEIVED
MAR 11 1955
FOR FILING

5-77(4)

4377

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 11, 1955

SUBJECT:

To: Mr. W. C. Williams
OFFICE

NOTED
W. C. WILLIAMS

L

We have received this date Columbia County's advance deposit of $3,750 in connection with the North Scappoose Creek bridge on FAS 609 and Jackson County's advance deposit of $5,700 in connection with the Little Applegate River and Star Gulch bridges on FAS 559. Both of these projects are now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:mm

cc: P. M. Stephenson
S. H. Probert

RECEIVED
MAR 11 1955
OFFICE OF
STATE HIGHWAY ENGINEER

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NOV 19 1954
FOR FILING

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9/28/54

FORM E-123 50M REVISED

COMMISSION
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
Secretary

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
State Highway Engineer
W. C. WILLIAMS
1st Asst. State Hwy. Engr.
W. W. STIFFLER
2nd Asst. State Hwy. Engr.
C. W. ENFIELD
Chief Counsel

September 28, 1954

VIA REGISTERED MAIL

NOTED
H. B. GLAISYER

Mr. Archie R. Averill
Contractor
6739 N. Fiske Street
Portland 3, Oregon

Aetna Casualty and Surety Company
Yeon Building
Portland, Oregon

Gentlemen:

On August 10, 1954, the State Highway Commission received bids for the construction of the North Scappoose Creek Bridge in Columbia County. The bid of Mr. Archie R. Averill, in the amount of $15,750.00, proved to be the low bid and was accepted by the Commission, and the contract for the project was awarded to him. Contract forms were forwarded to Mr. Averill for execution; however, he returned the contract unexecuted, and by letter dated September 3, 1954, he advised that he would not enter into the contract.

At its meeting of September 23rd and 24th, 1954, the State Highway Commission considered all of the facts and circumstances involved in this matter. As a result of its study and consideration the Commission declared Mr. Averill in default and ordered the proposal bond submitted with Mr. Averill's bid be forfeited. The Aetna Casualty and Surety Company was surety upon the proposal bond, which was in the amount of five per cent of the bid, or $787.50.

This letter is formal demand upon you for the amount of the bond, and we will anticipate receiving the sum of $787.50 from you at an early date.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By

ROBERT L. MAY, JR.
Assistant Counsel

RLM:avh
cc - Aetna Casualty and Surety Company
R. H. Baldock
H. B. Glaisyer

9-28-54

AGENDA
SEP 23 1954

4-b

H B Glaisyer

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

September 21, 1954

Mr. Ben R. Chandler, Chairman
Oregon State Highway Commission
P. O. Box 809
Coos Bay, Oregon

Mr. Charles H. Reynolds, Member
Oregon State Highway Commission
P. O. Box 898
La Grande, Oregon

Mr. M. K. McIver, Member
Oregon State Highway Commission
255 S. W. Broadway
Portland 5, Oregon

Subject: Forfeiture of bid bond upon default of bidder

Gentlemen:

There will be on the agenda for your meeting of September 23rd and 24th the matter of the forfeiture of the bid bond submitted by Mr. Archie R. Averill in connection with his bid for the construction of the North Scappoose Creek Bridge. The facts relative to the matter are briefly as follows:

On August 10, 1954, the Commission received bids for the construction of the North Scappoose Creek Bridge. The bid of Mr. Archie R. Averill in the amount of $15,750.00 was the low bid, and on the day bids were received the Commission announced that it elected to accept the bid of Mr. Averill, and directed the Engineer to award the contract to him when the approval of Columbia County and the Bureau of Public Roads was received. On August 12th, before the award of the contract was actually made to Mr. Averill, Mr. Averill advised that a mistake had been made in his bid and that he was therefore withdrawing his bid. Subsequently an award of the contract was made to Mr. Averill, but Mr. Averill refused to execute the same. The matter is upon the agenda for the purpose of considering forfeiture of Mr. Averill's bid bond in the amount of $787.50 because of his refusal to enter into a contract for the construction of the bridge.

The proposal that Mr. Averill's bid bond should be forfeited presents a number of legal problems in a field wherein the law is neither as clear nor as favorable to the Commission as we would like. I am attaching hereto a copy of a memorandum prepared by Mr. Leslie Hampton, of this office, relative to the general subject of the right of a contractor to withdraw his bid after the bids have been opened, but before a contract has been awarded. You will note that the general rule is that a bid cannot be withdrawn after the bids are opened, and if a bidder does withdraw his bid, his bid bond, or other proposal guaranty, may be forfeited to the public agency which has called for bids. This rule is, however, subject to the exception that if a bidder has made a material mistake in his bid and the public agency has actual knowledge of the mistake before an award of the contract is made, a court of equity may decree that the bid may be withdrawn without penalty.

You may recall that this matter was considered by the Oregon Supreme Court in the case of Rushlight Automatic Sprinkler Company v. City of Portland, et al., 189 Ore. 194, 219 P.2d 732 (750), in which case the State Highway Commission filed a brief amici curiae. In that case the bidder had notified the City of Portland that a mistake had been made in a bid for the construction of a sewer project and withdrew the bid. Notwithstanding this action the City of Portland awarded the contract to the bidder and when the bidder refused to enter into a contract for the construction project, declared the bidder's proposal guaranty forfeited. The Supreme Court held, in accordance with the exception to the general rule above set forth, that the bidder was entitled to withdraw its bid without penalty since the mistake was a material one and since the bid had been withdrawn prior to the award of a contract.

In the case involving Mr. Archie Averill the Highway Department was given notice of the mistake and the bid was withdrawn by Mr. Averill prior to the award of a contract. Furthermore, Mr. G. S. Paxson, Assistant State Highway Engineer, advises that, aside from the notice given by Mr. Averill, an inspection of the bid indicated that it was too low by a substantial amount, although it could not be determined from an inspection of the bid whether a mistake had been made or what the mistake was, if such had been made. Considering all of the circumstances involved in this case in light of the general law on the subject, it is my opinion that legal proceedings for the purpose of collecting upon Mr. Averill's bid bond would be unsuccessful. During a conference with Mr. Averill and a representative of his bonding company, Mr. Averill advised that he was without sufficient funds to carry the matter to the Supreme Court; however, he left the question open as to whether or not he would carry the matter through the lower courts. On the basis of the Rushlight case, however, I feel quite sure that the judgment of a Circuit Court would be in Mr. Averill's favor.

I realize that the Commission must take action in cases where a bidder fails to execute a contract in accord with his bid. One possible alternative to the forfeiture of a bid bond, however, would be the disqualification of the bidder and the refusal to receive bids from that tractor to withdraw his bid after the bids have been opened, but before a contract has been awarded. You will note that the general rule is that a bid cannot be withdrawn after the bids are opened, and if a bidder does withdraw his bid, his bid bond, or other proposal guaranty, may be forfeited to the public agency which has called for bids. This rule is, however, subject to the exception that if a bidder has made a material mistake in his bid and the public agency has actual knowledge of the mistake before an award of the contract is made, a court of equity may decree that the bid may be withdrawn without penalty.

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I realize that the Commission must take action in cases where a bidder fails to execute a contract in accord with his bid. One possible alternative to the forfeiture of a bid bond, however, would be the disqualification of the bidder and the refusal to receive bids from that bidder in the future. If the Commission directs that the bid bond of Mr. Averill be forfeited, we will, of course, exert every effort to collect on the bid bond, including the institution and prosecution of legal proceedings in the event such action becomes necessary. I feel that the Commission should be apprised of the situation, however, and the fact that under existing law it is improbable that a Court would decree forfeiture of Mr. Averill's bid bond.

Yours very truly,

C. W. ENFIELD
Chief Counsel

RLM:avh
cc - R. H. Baldock
W. C. Williams
G. S. Paxson
H. B. Glaisyer
C. H. Maison

FORM E-30 25M 9-51 53318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

September 20, 1954
Salem, Oregon

SUBJECT: The right of a contractor to withdraw his bid after opening and before the award.

To: Mr. C. W. Enfield
Chief Counsel
Office

Dear Mr. Enfield:

Pursuant to your request directed to Mr. G. E. Rohde and by him referred to me, I have researched the law with respect to the above mentioned subject.

For the purpose of this memorandum, the subject will be divided into two main divisions:

1. Under what rules of law may a contractor withdraw his bid?

2. What tests and methods do the court use in applying the rules of law?

The case of Rushlight Automatic Sprinkler Co. vs. City of Portland, et al., 189 Ore. 194, 219 P.2d 732, (1950), is a comprehensive Oregon case on the subject of withdrawal of bids by a contractor and will be discussed at length.

The general rule as to withdrawal of bids is expressed in 43 Am. Jur., Public Words and Contracts, Section 62, Page 804:

> "As a general rule, at law a bidder for a public contract cannot, in absence of special circumstances, either withdraw his bid or proposal or recover the deposit made, pursuant to the requirements of the advertisement for bids, at the time of the submission of his bid, although in equity the bidder will be protected where it is inequitable to compel him to perform the contract or forfeit the deposit in the case of his refusal or failure to perform."

63 C.J.S., Municipal Corporations, Sec. 1153, Page 83, expresses the rule as:

> "*******Except under some state's charters providing that bids when filed shall be irrevocable, and except as the invitation to bid provides otherwise, a bid for public

> work may be withdrawn at any time before acceptance but not thereafter***** However it has been said, without reference to any statute or charter provisions, that bids for contracts for municipal improvements are irrevocable and cannot be withdrawn, especially after the opening of the bids." (underscoring added)

The foregoing rule, expressed in the text, is well supported by the cases in most jurisdictions. However, the reasoning of the courts when applying the rule is not uniform. Some courts say that a bid cannot be withdrawn after it is submitted, other courts say after it is opened and still others say after the bid is accepted. Furthermore, most courts go further in saying not only that a bid cannot be withdrawn, but that the bidder cannot recover his deposit. In referring to the withdrawal of deposits, 63 C.J.S., Municipal Corporations, Section 1152 states:

> "A deposit made by a bidder to secure the execution of the contract by him, in the event it is awarded to him, should be returned to him where the contract is awarded to him and he executes the contract and furnishes the requisite security, or where his bid is rejected or the contract is awarded to some other body, ordinarily on the failure of the successful bidder to enter into a contract the security given by him is forfeited, (citing cases), and he is not entitled to recover back the amount thereof nor have the municipal officials power or authority to return it to him." (citing cases)

Courts that agree that a bid cannot be withdrawn state various reasons for the rule. The courts face a basic rule of contracts that an offer may be withdrawn at any time prior to its acceptance. However, they also frequently consider the general rule regarding options that an offer will continue for the time stated in the offer if there is a consideration for the option. The idea that a bid on a public works contract, submitted pursuant to an invitation to bid on the part of the public body, is an option appeals to many courts.

In the words of the court in M. F. Kemper Construction Co. v. City of Los Angeles, et al., 37 C 2d. 696, 235 P.2d 7, (1951):

> "Once opened and declared, the company's bid was in the nature of an irrevocable option, a contract right for which the city could not be deprived without its consent unless the requirements for recission were satisfied."

In Conduit and Foundation Corp. v. Atlantic City, 2 NJS 433 64 Atl. 2d. 382, (1949), the court stated:

> "A competitive bid submitted under statutory privilege and regulation is in the nature of an option to the municipality, based upon a valuable consideration, to which the

> principles of law governing options, generally, are applicable. The consideration passing is the privilege of bidding and the legal assurance to the successful bidder of an award as against all competitors. Such an option pending action consistent with its terms, expressed or implied, is a vested right of contract, of which the municipality cannot be deprived, except perhaps by its consent, and is remediable at law by an action for damages, or enforceable in equity by specific performance, if feasible, or may be summarily dealt with by forfeiture of the penalty prescribed. To sanction any other rule would open the door to fraud, and render wholly abortive the legislative scheme for public competitive bidding."

In City of Hattiesburg v. Cobb Bros. Construction Co., 183 Mis 482, 184 S. 630, (1938) the court said:

> "The letting of public contracts by competitive bidding is for the protection of the public, and the public authorities are without the right to permit a bid for a contract to be withdrawn in the absence of circumstances That would render it inequitable not to permit its withdrawal.

In State of Connnecticut v. F. H. McGraw & Co., et al., 41 F. Supp. 369, (D.Ct. Conn. 1941), the court expressed its views in terms that express the underlying thinking of most courts that do not allow a bid to be withdrawn:

> "*****Of course, it is obvious, as the state contends, that the system of public bidding, developed by experience and usage in public contracts, should not be broken down lightly by permitting bidders to withdraw because of a change of mind. Such a course would be unfair to other straightforward bidders, as well as disruptive to public business****"

However, the general rule that a bid on a public contract may not be withdrawn is not absolute. The decisions, including those from which the foregoing extracts are taken uniformly recognize equitable exceptions to the general rule, the most important of which is mistake.

The submitted bid must be accepted unconditionally in accordance with its terms. 43 Am. Jur., Public Works and Contracts, Sec. 62, Page 805 states:

> "A bid may be withdrawn unless it is accepted according to its terms, since as in any other case no obligation is created by an offer or bid, until it is accepted according to the terms upon which it is made, without qualification or departure. A meeting of the minds of the parties is essential. Accordingly, the changes in proposals for a public contract after the submission of the bid are generally justification for a withdrawal of the bid or the refusal to enter into the

> contract. A proposal to accept or the acceptance of a bid upon terms varying from those upon which it was offered is a rejection of the offer and puts an end to it unless the party who made the original offer renews it or assents to the modification suggested. Even if the bidder agrees to a change in the plans and specifications the contract is invalid and unenforceable on the ground of not having been let upon the basis of competitive bidding."

Furthermore, it must be remembered that where the invitation to bid contains a liquidating damages clause, providing for forfeitures of a sum of money if the successful bidder fails to execute the construction contract; said successful bidder may for reasons of his own elect to forfeit his deposit or bond and not enter into the contract.

In connection with the withdrawal of a bid for mistake. 43 Am. Jur., Public Works and Contracts, Sec. 63, p. 805, states:

> "As a general rule, equitable relief will be granted a bidder for a public contract where he has made a material mistake of fact in the bid which he submitted, and upon the discoveries of that mistake acts promptly in informing the public authorities and requested withdrawal of his bid or opportunity to rectify his mistake particularly where he does so before any final contract is entered into. This rule is but a practical application of the general rule granting equitable relief by way of recission from unilaterial mistakes relating to material features of a contract which are of such great consequences as to make enforcement of the contract unconscionable*****"

A good example of the reasoning of courts in allowing recission of a bid where there has been a mistake is presented in Moffet, Hodgekins & Clarke Co. v. City of Rochester, 178 U. S. 373, 20 S. Ct. 957, 44 L. ed. 1108. In that case the court said:

> "If the defendants are correct in their contention there is absolutely no course for a bidder for public work, no matter how aggrivated or palpable his blunder, the moment his proposal is opened by the executive board he is held in a grasp of steel, there is no remedy, no escape. The proper effect of the requirement that bids remain unrevoked is to assure the state that a bidder will be relieved of his objection only when it is legally justifiable. That means that the state is in the same position as any acceptor where there is a question of rectifying an error."

Oregon's view on allowing withdrawal of a bid for a public work where there has been a mistake in the compliation of the bid is expressed in the Rushlight case, supra, where the court stated:

> "We believe that in this state an offer an an acceptance deemed to effect a meeting of the minds, even though the offeror made a material mistake in complying his offer, providing the acceptor was not aware of the mistake and had no reason to suspect it. But if the offeree knows of the mistake, and if it was basic, or if the circumstances are such that he, as a reasonable man, should have inferred that a bsic mistake was made, a meeting of the minds does not occur. The circumstances which should arouse the suspicions of a fair-minded offeree are many, as stated in section 94 of Williston on Contracts Rev. Ed., '****and the same principle is applicable in any case where the offeree should know that the terms of the offer are unintended or misunderstood by the offeror. The offeror will not be permitted to snap up an offer that is too good to be true; no contract based on such a offer can then be enforced by the acceptor'."

Recognizing the rule of law that a bid may be withdrawn in proper circumstances where the bidder has made a material mistake in compiling the bid, we will examine some of the decisions in which the court has allowed or disallowed recission of the bid.

Although the Rushlight case cites a definite rule that allows a withdrawal of a bid, containing a material mistake, in the proper circumstances; the application of the rule is difficult and it is impossible to formulate a criterion that would determine its applicability in all circumstances. The elements are that the mistake must be material, the acceptor must have known of the mistake at the time of the acceptance, or the facts must be such that the acceptor as a reasonable man must have known that the bid was in error.

On obvious test is the size of the bid in relation with those of other bidders and the size of the bid in relation to the engineer's estimate. The variance, of course, is a matter of degree and a question of fact that will differ in each individual case. The acceptor may accept an advantageous bid; however, he may not take advantage of a bid, which in the light of his knowledge and experience is so low, when compared to other bids or the engineer's estimate, that it is obvious to the acceptor that the bid must be in error.

In the Rushlight case, the Oregon Supreme Court confirmed the Trial Court's decree ordering the City of Portland to return Rushlight's deposit of $21,472.21, that had accompanied a bid on a sewer project, the invitation to bid provided for forfeiture of the deposit if the successful bidder failed to enter into the contract and furnish a satisfactory bond within ten days after notice to him that his bid had been accepted. The Rushlight's bid was $429,444.20. The next lowest bid was $671,600.00. The Rushlight Company had omitted the structural steel from the bid which amounted to a $99,225.68 error.

The day after the bids were opened, Rushlight, because of the discrepancies in the bids, checked and found its error. On February 9, 1948, Rushlight notified the City of its error by letter and stated it was withdrawing its bid because of the error; however, ten days later the City awarded the contract to Rushlight and ordered the deposit forfeited when Rushlight refused to enter into the construction contract. The Court's reasons for affirming the Trial Court's degree:

1. The mistake was excusable and not culpable.

2. The disparity was so large that all concerned were uneasy, City's engineers believed they had a very low bid and a very good deal.

3. There was actual knowledge of the mistake when the City awarded the contract to Rushlight, and

4. There was a material mistake in the case.

the award, however, did state:

> "It is unnecessary to state once more that the proof in cases of this kind must possess a high degree of cogency. The bidder must prove not only that he made a material mistake, but also that the offeree was aware of it."

In the case of General Electric Supply Corporation vs. Republic Construction Company, 58 Or Adv. Sheets 1077, the Court reversed the Trial Court's decree that granted relief for a $30,150.00 error, (a $33,500.00 item was carried over as a $3,350.00 item), in compiling the sales cost of appliances sold to the defendant. The appliances were delivered and installed and it was nine months after the sales contract before the error was discovered. There was no allegation of actual knowledge on the part of the defendant, therefore relief, if granted, would depend on whether the defendant should have knowledge of the mistake at the time the bid was accepted. The Court stated:

> "How the plaintiff could charge defendant with knowledge of the mistake from such circumstances when it claims it did not know of the same, is beyond comprehension. It would be remembered that such work sheet was dated July 7, 1950, some four days before execution of the contract. It was in the possession of the plaintiff during this period of time. The evidence discloses that not only would Mr. Seeley and Mrs. Hughes check and recheck the same but Mr. Paget and plaintiff's comptometer operator also went over the figure. It occurs to us that with so many fingers in the pie that someone should have plucked out the plum; therefore, if defendant should have had knowledge of the mistake fortori plaintiff should have had knowledge."

In the City of Hattisburg case, supra, the Court denied relief where the bidder on the day after the bids were opened informed the City he was withdrawing his bid for a mistake without specifiying the nature of the mistake. The Court held that the City had no duty to re-examine the bid or authority to allow the bid to be withdrawn unless the bidder specified the nature of the mistake.

In Bromagin v. Bloomington 234 Ill 114, 84 N E 700 (1908) the court noted that bid was hastily prepared due to short time allowed, that the bidder inadvertently used the weight per foot rather than the price per foot for pipe in compiling its bid, that the bidder notified the city attorney of his mistake and asked to be allowed to withdraw the bid within a few hours after the mistake, and that the City Engineer had noticed the mistake. Equitable relief was granted.

In conclusion the rule as to withdrawal of bids because of mistake can be summed up as:

1. The general rule is that a bid cannot be withdrawn after the bids are opened nor can the bidder recover his deposit.

2. The bid must be accepted in the form submitted by the bidder. If there is any material qualification in the acceptance, the bidder is not bound thereby.

3. The bidder may, of course, refuse to sign the contract for reasons of his own and elect to forfeit his deposit or bid bond. In which even, the bidder's liability is limited to his bid bond or deposit in accordance with the terms of the invitation to bid.

4. If before the acceptance of the bid the acceptor knows or is informed of a mistake in the compilation of the bid, he nay not bind the bidder by acceptance. The bidder will be granted equitable relief.

5. If the facts are such that the acceptor, as a reasonable man, should know that there is a mistake in the bid; he cannot take advantage of error and bind the bidder by his acceptance--(this does not mean that bids are to be withdrawn lightly. It is a mistake in compiling a bid that is relieved in equity not poor business judgment.)

Yours very truly,

Leslie B. Hampton
Assistant Attorney

RECEIVED
FOR FILING

S-77(1)

#277

August 23, 1954

Oregon State Highway Commission

Gentlemen:

At the last Commission meeting you received a low bid of $15,750 from Archie A. Averill on the North Scappoose Creek Bridge, which is a federal-aid county road project in Columbia County. Subsequent to receipt of the bid, Archie Averill declined to accept the contract, and you elected to accept forfeiture of Averill's bond and award the contract to the second low bidder, Whittenburg Construction Company and C. L. Hufener, in the amount of $21,225, which is approximately $1,730 under the engineer's estimate.

It was later determined that, according to regulations of the Bureau of Public Roads, award could not be made to the second bidder without special permission from the Washington office. It is estimated that it would take at least three weeks' time to obtain such consent, and this three weeks' delay is a vital factor in this particular project.

During the construction of the new bridge the County was to provide a detour over Scappoose Creek. The County had previously advised us that it would be necessary that the bridge be completed this fall or else the County would prefer that it not be contracted until next spring, as it could not hold the detour during the winter months without heavy additional expense.

It would now appear very problematical whether the project could be completed this fall if awarded to the second bidder. Columbia County, therefore, prefers that the project not be awarded to the second bidder and that it be re-advertised next spring.

This is to confirm your telephone approval of this plan, in which we will seek the forfeiture of Averill's bond and re-advertise the project instead of awarding to the second bidder.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me RHB:me

cc Mr. G. S. Paxson

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SEP 14 1954
FOR FILING

[illegible] further [illegible] because, we are therefore proceeding to [illegible] is inserted in the [illegible] in the [illegible], [illegible].

Very truly yours

[illegible]
State Highway Engineer

GSP:gm

FORM E-30 25M 9-51 92318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 31, 1954

SUBJECT:

REFERRED TO
Mr. Paxson
By State Highway Engineer

Please see me
about this.

To:

Memorandum to file

On this date Mr. Archie Averill, accompanied by Mr. G. Cyrus Bishop, agent for the Aetna Casualty Company, bondsman for Mr. Averill, came to this office for the purpose of discussing Mr. Averill's attempted withdrawal of his bid for the construction of a bridge across North Scappoose River. Present at the conference were Mr. Averill, Mr. Bishop, Mr. G. S. Paxson and myself.

Mr. Averill advised that the mistake in his bid consisted of the omission of the cost of labor involved in pouring concrete, and also the omission of the cost of cribbing in the excavation holes. He stated that he estimated the total amount of the mistake to be at least $2,500.00. Mr. Averill advised that he did not know of the mistake until after the bids were opened, and that he was lead to suspect that a mistake had been made because of the fact that his bid was so much lower than other bids on the same project.

Mr. Averill stated that he had been under the clear impression that bids could be withdrawn by the bidder at any time before the award of the contract was made since this is the practice followed by the United States Government. Mr. Averill advised that he did not desire to attempt performance of the contract on the bid price since he felt that he would most certainly lose money on the job, but that he had not yet definitely decided whether to refuse to execute the contract or not.

Mr. Bishop referred to the case of City of Portland v. Rushlight's and stated that it was his understanding of the law that a bid could be withdrawn at any time because of a mistake, and could be withdrawn prior to the award of a contract without cause. Mr. Bishop stated that he felt that if this case was prosecuted to the Supreme Court, Mr. Averill would be successful in defending the same, but that Mr. Averill was not financially able to obtain a Supreme Court test of the matter, and consequently, if the State Highway Commission insisted upon collecting on the bond, Mr. Averill would no doubt be forced to pay. Mr. Bishop further discussed the fact that Mr. Averill had bid upon several jobs for the Highway Department and had performed satisfactory work. He stated that if Mr. Averill was required to either forfeit his bid bond or proceed with the work under the unfavorable contract, it would probably ruin Mr.

Averill financially and prevent his further activity in the contracting field. He therefore requested that the Highway Commission not proceed with its efforts to collect on the bid bond.

I advised Mr. Bishop and Mr. Averill that under the directives of the Highway Commission we had no choice but to take whatever action is necessary to collect upon the bid bond, but that we would call the matter to the attention of the Commission and ascertain whether the Commission desired to direct other and different action.

ROBERT L. MAY, JR.
Assistant Counsel

RLM:avh
cc - R. H. Baldock
W. C. Williams
G. S. Paxson

RECEIVED
SEP 8 1954
[illegible] HIGHWAY COMMISSION
BRIDGE DEPARTMENT

FORM [illegible] REVISED [illegible]

RECEIVED
AUG 27 1954
FOR FILING

S-41(11)
4:11

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

August 27, 1954

REGISTERED

Mr. Archie R. Averill
6739 North Fiske Avenue
Portland 3, Oregon

Dear Sir:

We enclose herewith three copies of contract No. 4277, which was awarded to you by the State Highway Commission on August 26, 1954, covering construction of the North Scappoose Creek Bridge on Pittsburg-Scappoose Road in Columbia County.

Please execute two of these copies as to contract and bond, making certain that your signature on the contract page is properly witnessed, and return both copies to this office for execution by the Highway Commission.

The third copy of the contract, on the cover of which is stamped "ADVANCE COPY to be Retained by Contractor", is furnished for your information pending receipt of a copy containing the signatures of the State Highway Commission. It need not be returned.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
AUG 2 7 1954
FOR FILING

S-17[illegible]

4-777

August 1[illegible], 1954

Mr. [illegible] Merrill
4733 North [illegible]
Portland 3, Oregon

Dear Sir:

The State Highway Commission on August 13th accepted your proposal for construction of a reinforced concrete bridge over [illegible] on the [illegible] Highway [illegible] in [illegible] County for the sum of $1[illegible],[illegible], and [illegible] it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4777.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms our wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

[illegible]

cc - Mr. [illegible]
Mr. A. [illegible]
Mr. [illegible]
Mr. [illegible] Prahmer
Mrs. [illegible] Lewis

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
9:10 a.m.
August 26, 1954

Mr. Archie R. Averill
6739 North Fiske
Portland 3, Oregon

Contract for North Scappoose Creek Bridge on Pittsburg-Scappoose Road in Columbia County for which you submitted the low bid on August 10 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CC: CONFIRMATION
Accounting (5003-900)
Files
C. [illegible]. Reed

April of next year.

John F. Hagemann
John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

cc: G. S. Paxson

RECEIVED
AUG 17 1954
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 25M 9-51 82318

Const
Bridges
Gen.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 17, 1954

SUBJECT:

To: Mr. W. C. Williams
OFFICE

NOTED
W. C. WILLIAMS

As per your instructions I contacted Judge Whipple of Columbia County re accepting the second low bidder for the North Scappoose Creek bridge project on FAS 609. The Judge advised that, in view of the delay in awarding a contract which would likely be involved, the county was afraid of having its detour washed out by high water before the new structure could be completed. The county would prefer that this project be readvertised in March or April of next year.

John F. Hagemann
John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

cc: G. S. Paxson

RECEIVED
AUG 17 1954
OFFICE OF
STATE HIGHWAY ENGINEER

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Coast
[illegible]
[illegible]
[illegible]

August 17, 1954

County Court of Columbia County
Court House
St. Helens, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Columbia County one fully executed copy each of a Maintenance Agreement and Finance Agreement between the State Highway Commission and Columbia County covering the North Scappoose Creek Bridge project on the Pittsburg-Scappoose Road, FAS 609 in Columbia County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

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FOR FILING

Salem, Oregon
August 17, 1954

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto for further handling are four certified copies of a Maintenance Agreement and one conformed copy of a Finance Agreement with Columbia County covering the North Scappoose Creek Bridge on the Pittsburg-Scappoose Road, FAS 609 in Columbia County.

The originals of each of the above agreements have been retained in this office for the Commission's files and one fully executed copy of each have been sent to the County Court of Columbia County.

Secretary

rn
Attach: 5

FORM E-30 25M 9-51 82313

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 29, 1954

SUBJECT:

To: Mr. W. C. Williams
OFFICE

Glaisyer -

L

Attached are three copies of a finance agreement covering the North Scappoose Creek Bridge on the Pittsburg-Scappoose Road, FAS 609 in Columbia County. Two copies of the agreement have been executed by the proper county officials and are now ready for presentation to the Highway Commission. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the North Scappoose Creek Bridge project. After signature by the Highway Commission, please return four either certified true or fully executed copies to this office for transmittal to the B.P.R.

The North Scappoose Creek Bridge project was approved by the Highway Commission on ~~January 21~~ Sept 24, 1953.

Sept 24

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:MM
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 9-24-53 Minute Page 22273
Secretary

RECEIVED
FOR FILING

August 11, 1954

Mr. Archie R. Averill
6739 North Fiske
Portland 3, Oregon

Dear Mr. Averill:

The State Highway Commission on August 10, 1954 accepted your bid in the amount of $15,750.00 for construction of the North Scappoose Creek Bridge on Pittsburg-Scappoose Road in Columbia County which was the low bid received for that job.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

enr

cc S. H. Probert
H. G. Smith
R. G. Savage, SIAC
G. S. Paxson

RECEIVED
SEP 9 - 1954
FOR FILING
77(4)
4a 17

Proposed Excerpt for Minutes of
August 9, 10, & 14, 1954

The Engineer presented a letter from Mr. Archie R. Averill, contractor, Portland, who submitted the low bid for construction of the North Scappoose Creek Bridge on the Pittsburg-Scappoose Road in Columbia County at the meeting of the Commission held on August 10. The Engineer recalled that Mr. Averill's bid was in the amount of $15,750, being $5,475 lower than the second low bidder, Whittenburg Construction Co. & Q. L. Rufener. Mr. Averill, he said, alleges an error in his computations, and in his letter states that he is withdrawing his bid from consideration. The Engineer recommended, in view of Mr. Averill's letter, that he be declared in default, and that the contract be awarded to the second low bidder, at its bid price of $21,225, when the conditions of the award have been satisfied. Further, that the Commission authorize whatever is necessary to be done to collect on the bid bond furnished by Mr. Averill. As a result of the discussion, the Commission unanimously adopted the Engineer's recommendation, and so ordered.

NOA
33-1
5/11

file

ARCHIE R. AVERILL

6739 N. Fiske St.
Portland 3 Oregon

C
O
P
Y

August 11, 1954

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

In regard to my bid on August 10, 1954 for the construction of a bridge over the North Scappoose Creek, Columbia County, I find that an error was made and hereby notify you of my withdrawal of my bid.

Inasmuch as the acceptance of this bid also involves approval of the Bureau of Public Roads and, I understand, they are committed to the theory that it is in order for the bidder to withdraw a bid at any time up to its acceptance.

Accordingly, I am withdrawing my bid upon this project.

Yours truly,

(sgd) Archie R. Averill

Archie R. Averill

Original to Mr. [illegible] [illegible]
[illegible] [illegible] [illegible]
and [illegible] action
[illegible]

H-3 33.1

FORM E-90 25M 9-51 82316

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 11, 1954

SUBJECT: North Scappoose Creek Bridge

NOTED
State Highway Engineer

To: Mr. R. H. Baldock

On August 10 bids were received on the North Scappoose Creek Bridge as a Federal Aid Secondary Project on a Columbia County County Road. Archie R. Averill of Portland was the low bidder. Bids were as follows:

Archie R. Averill, Portland	$15,750
Whittenburg Constr. Company and Q. L. Rufener, Beaverton	21,225
Orlando C. Bennard, Portland	21,780
Peter Kiewit Sons Company, Longview, Wn.	24,790
Sterner Construction Company, Portland	31,005
Engineer's Estimate	$22,955

Mr. Averill came into the office this morning and attempted to withdraw his bid. He delivered the attached letter. I do not find any evidence of a specific error other than incompetent bidding. Mr. Averill's last project with us was the widening of the Umatilla River Bridge on which bids were opened December 19, 1949. On that project he bid $94,340 against our estimate of $121,970 and the second bid of $114,280. The bonding company finished the job.

I do not believe that the North Scappoose Creek Bridge can be done for Mr. Averill's bid. The unit prices of his bid and that of Wittenburg Construction Co. and Q. L. Rufener are as follows:

			Archie Averill		Whittenburg Constr.Co. & Q.L.Rufener	
			Unit Bid	Amount	Unit Bid	Amount
Shoring, Cribbing, etc.	All	Req'd		$1,400		$4,000
Structural Excavation	280	cu.yd.	$5.00	1,400	$5.00	1,400
Excavation Below Elevations Shown	30	cu.yd.	10.00	300	10.00	300
Class A Concrete	205	cu.yd.	40.00	8,200	55.00	11,275
Metal Reinforcement	42,000	lbs.	0.105	4,410	0.10	4,200
8" Metal Drain Pipe	10	lin.ft.	4.00	40	5.00	50

The Shoring and Cribbing bid depends on how costs are allocated to other bid items. Averill is completely out of line on his concrete bid.

The August meeting is the latest date this project could be contracted and built this season, because of the difficulty of maintaining a detour. If Mr. Averill's letter constitutes rejection of the award, an award could be made to the second bidder; otherwise the project should be held over until next spring.

G. S. Paxson

GSP:gm
Encl.

ARCHIE R. AVERILL
Contractor

6739 N. Fiske St.
Portland 3, Oregon

C
O
P
Y

Oregon State Highway Commission
Salem, Oregon.

Gentlemen:

In regard to my bid on August 10, 1954 for the construction of a bridge over the North Scappoose Creek, Columbia County, I find that an error was made and hereby notify you of my withdrawal of my bid.

Inasmuch as the acceptance of this bid also involves approval of the Bureau of Public Roads and, I understand, they are committed to the theory that it is in order for the bidder to withdraw a bid at any time up to its acceptance.

Accordingly, I am withdrawing my bid upon this project.

Yours truly,

Archie R. Averill (sgd.)

File ✓

OREGON DISTRICT
Cust
Fed. Aid
Oreg. Proj.

S-77(4)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

July 23, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project S-77(4), North Scappoose Creek Bridge on the Pittsburg-Scappoose Road in Columbia County. This is to authorize your advertising for bids.

Please furnish the usual copies of county maintenance agreement and encroachment resolution to cover this project.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
JUL 2[illegible] 1954
OREGON
STATE HIGHWAY COMMISSION

NOTED
W. C. WILLIAMS

FORM K-[illegible] 2811 9-51 82310

Const
Bridges
Gen

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 1, 1954

To: Mr. G. S. Paxson
OFFICE

SUBJECT:

Reference is made to the North Fork of the Scappoose River Bridge county FAS project on the Pittsburg-Scappoose County Road, FAS 609, in Columbia County.

The FAS project was to be for the structure only with Columbia County providing detour facilities and constructing road approaches as required.

In a conversation with Columbia County Judge Whipple this date, Judge Whipple advised that unless we can specify that the new bridge will be open to traffic prior to January 1, 1955, the county would prefer postponing the letting date until the spring of 1955. The reason for this is that high waters can be expected any time from January 1st on and, if the high waters came during construction, the county would be unable to maintain any type of detour around the bridge site.

I would appreciate your advising this office of your decision in this matter so that we in turn can advise Judge Whipple.

John F. Hagemann

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

cc: Mr. W. C. Williams

FI-67(2) Olds Ferry-Ontario Sec., 1954
Old Oregon Trail Hwy.
#4278

CEIVED
MAY 13 1958
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[illegible]
[illegible]
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 12, 1958

SUBJECT: Olds Ferry-Ontario Section
Old Oregon Trail Highway
R/W File 22141, 22145, and
23765 - Ruse

To:

Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

You have a copy of Mr. Lindas' letter to Mr. Clark Ruse in which Mr. Ruse was advised that we would maintain the approach roads to the underpass at Station 822+30.

Will you please take the necessary steps to see that this maintenance work is done as needed.

Tom Edwards
Construction Engineer

By

L. H. Young
Ass't Construction Engineer

LHY:jc

cc Forrest Cooper ✓
Leonard I. Lindas

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COOPER
OFFICE OF
ENGINEER

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MAY 13 1958
FOR FILING

Forrest [illegible]

FORM 230-H-12 1/2M—8-55—08209

FI-67(2) +
BFI-67(2)
4278

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

May 12, 1958
Salem Office

SUBJECT: File Nos. R-22141, R-22145 &
R-23765-Ruse
Olds Ferry-Ontario Section
Old Oregon Trail Highway

To: Mr. L. H. Young
Assistant Construction Engineer
Office

In compliance with your request of April 4, please find attached hereto a copy of my letter to Mr. Ruse. I concur with your findings and have notified Mr. Ruse that we will maintain the approach roads to his underpass at Station 822+30 in a travelable condition within the limits of the highway right of way.

Can you request the proper authorities to carry out the above maintenance, or would you prefer to have me do so?

L. I. LINDAS
Chief Counsel

LIL:RN
cc: Mr. Forrest Cooper

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ENGINEER

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MAY 13 1958
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COMMISSIONERS
M. [illegible]ER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 12, 1958

FI. 67(3) &
BFI-67(3)
4278

Mr. Clark Ruse
Route 2, Box 193
Ontario, Oregon

Re: File Nos. R-22141, R-22145
& R-23765 - Ruse
Olds Ferry-Ontario Section
Old Oregon Trail Highway

Dear Mr. Ruse:

Your letter of March 22, referring to certain matters which you claim this department has not completed in connection with our purchase of right of way under the above-mentioned files, has been forwarded to me for investigation and answer.

I have made an investigation of these matters and based upon this investigation wish to inform you that I feel the Highway Department has more than fulfilled the obligations incurred under our options with you and your family.

The Engineering Department has gone into the matter of the underpass at Station 822+30 and have agreed to maintain the approach road to your underpass in a travelable condition within the limits of the highway right of way.

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL:br
cc: Mr. Forrest Cooper
Mr. A. F. Parson
Mr. L. H. Young
Mr. R. L. Porter

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[illegible] 1958
OFFICE OF
[illegible] ENGINEER

RECEIVED

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 4, 1958

SUBJECT: Olds Ferry-Ontario Section
Old Oregon Trail Highway
R/W File 22141 - Ruse

To: Mr. Leonard I. Lindas
Chief Counsel
Office

I am forwarding herewith a letter from Division Engineer Parson accompanied by a sketch map along with a copy of a complaint from Mr. Clark Ruse, onwer of property as per the subject named file. I will deal with the points of complaint in the order in which they were set forth by Mr. Ruse:

1. The approach roads to the underpass, Station 822+30, will be maintained in a travelable condition within the limits of the highway right of way.

2. The 2-inch metal pipe that was installed between the concrete collection basin and the stock watering tanks was apparently satisfactory to the property owner at the time of installation. It is felt that it is his obligation to maintain this water line.

3. The crossing of the gulch which Mr. Ruse wants immediately below the water tank is no obligation of the State's. Mr. Ruse was undoubtedly compensated for severance occurring by reason of our construction and, although he cites the fact that we at one time made an installation of an 18-inch pipe, with an earth cover, in the gulch this is not so. The contractor placed a culvert in this gulch and covered it over in an agreement with Mr. Ruse and it was for their mutual convenience.

This matter is being referred to you so that you can answer Mr. Ruse and explain to him what the right of way deal covered at the time we obtained his property. I concur fully with Mr. Parson's recommendation except for the fact that I believe the approach roads should be maintained by the State to and from the underpasses within the right of way boundaries.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc
Attach.

cc Forrest Cooper ✓
A. F. Parson

RECEIVED
APR 8 1958
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

[illegible]

To: [illegible]

Mr. [illegible]
Construction [illegible]
Salem

[illegible] sk[illegible].

Also [illegible] last [illegible].

[illegible] continued [illegible] is one of [illegible].

It does not seem to me [illegible] facilities [illegible] The [illegible] water [illegible] matter. [illegible] venience; and [illegible].

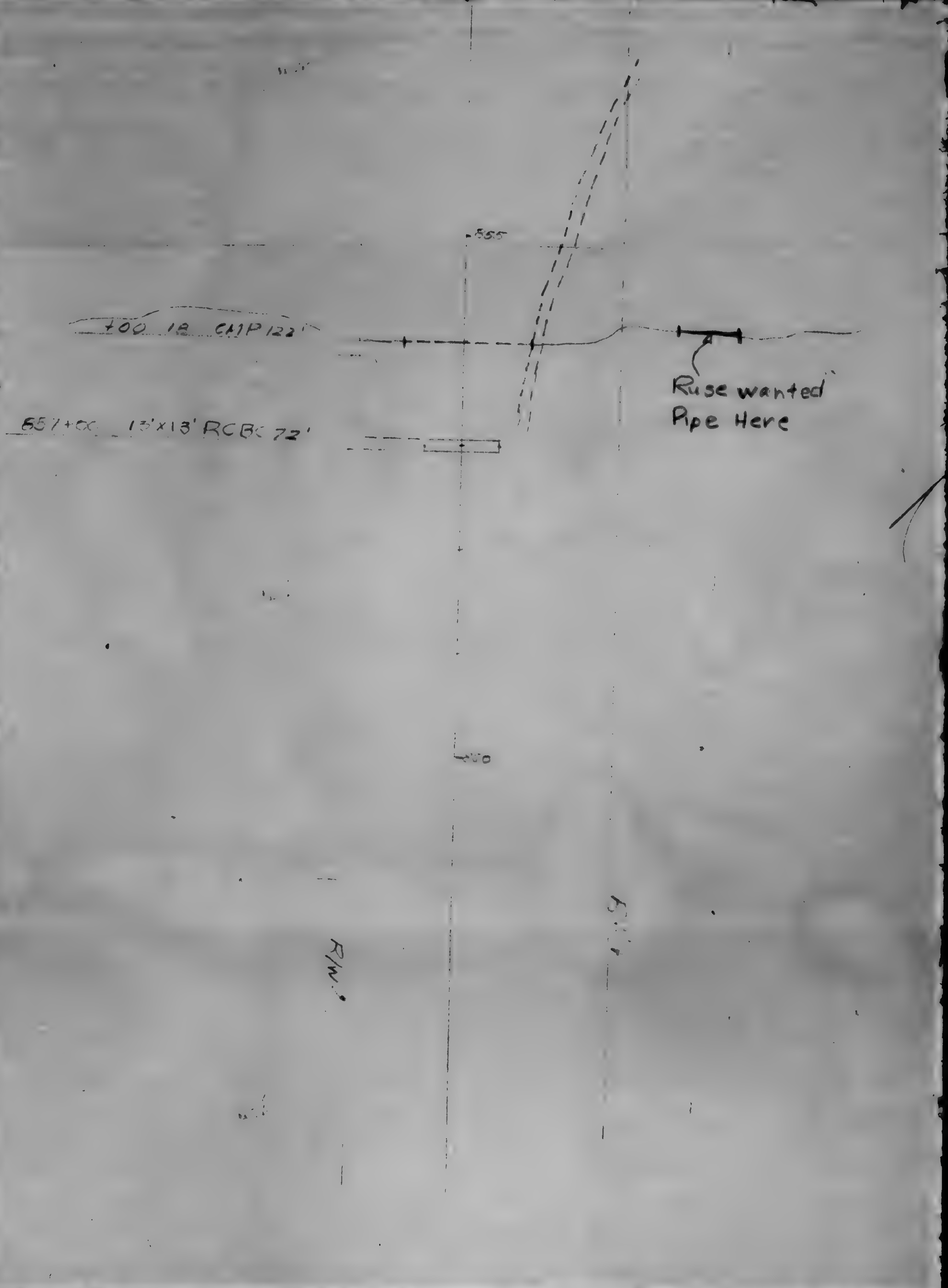
Mr. [illegible] we have not [illegible] Mr. [illegible] in this area [illegible].

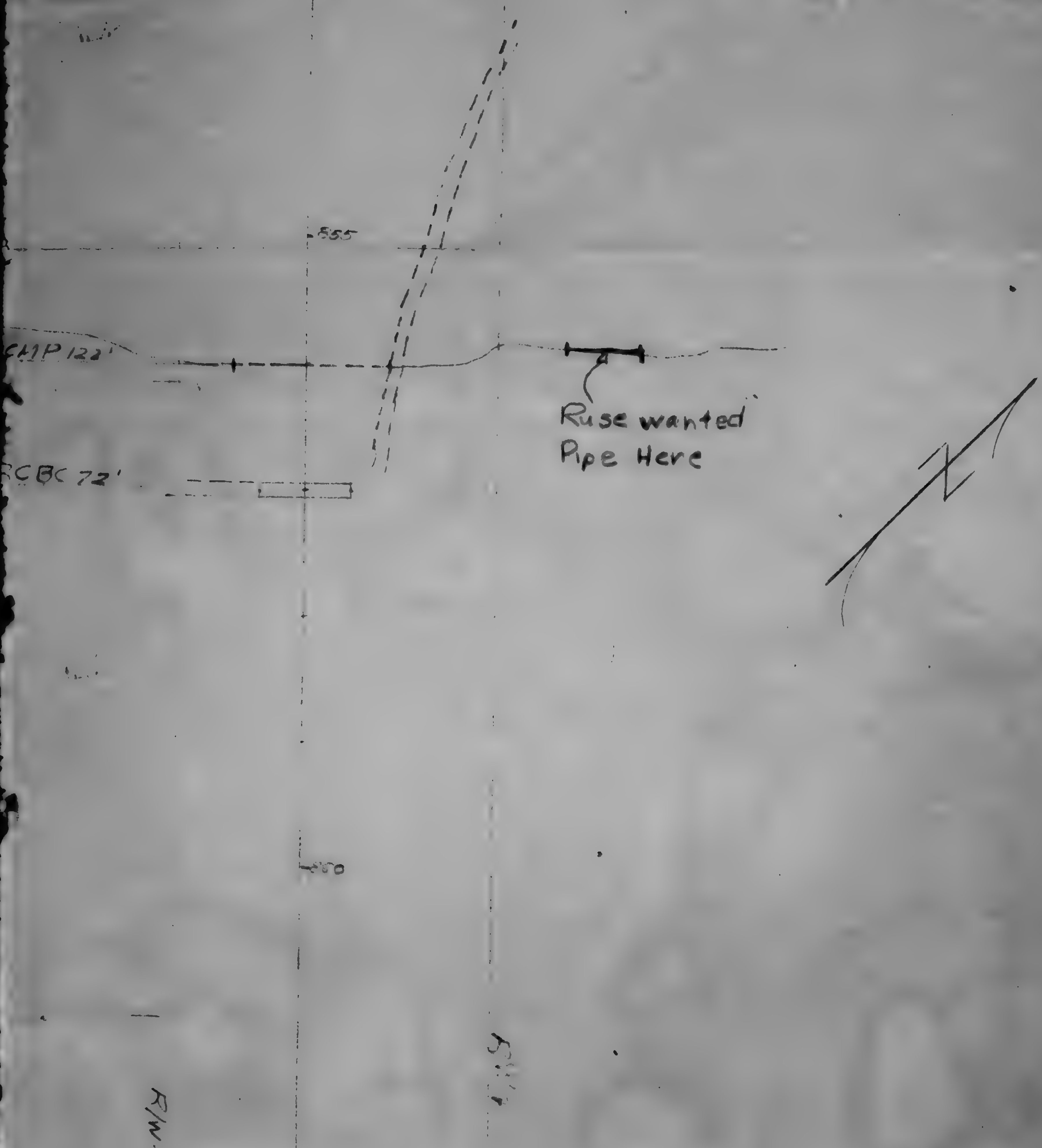
[illegible]

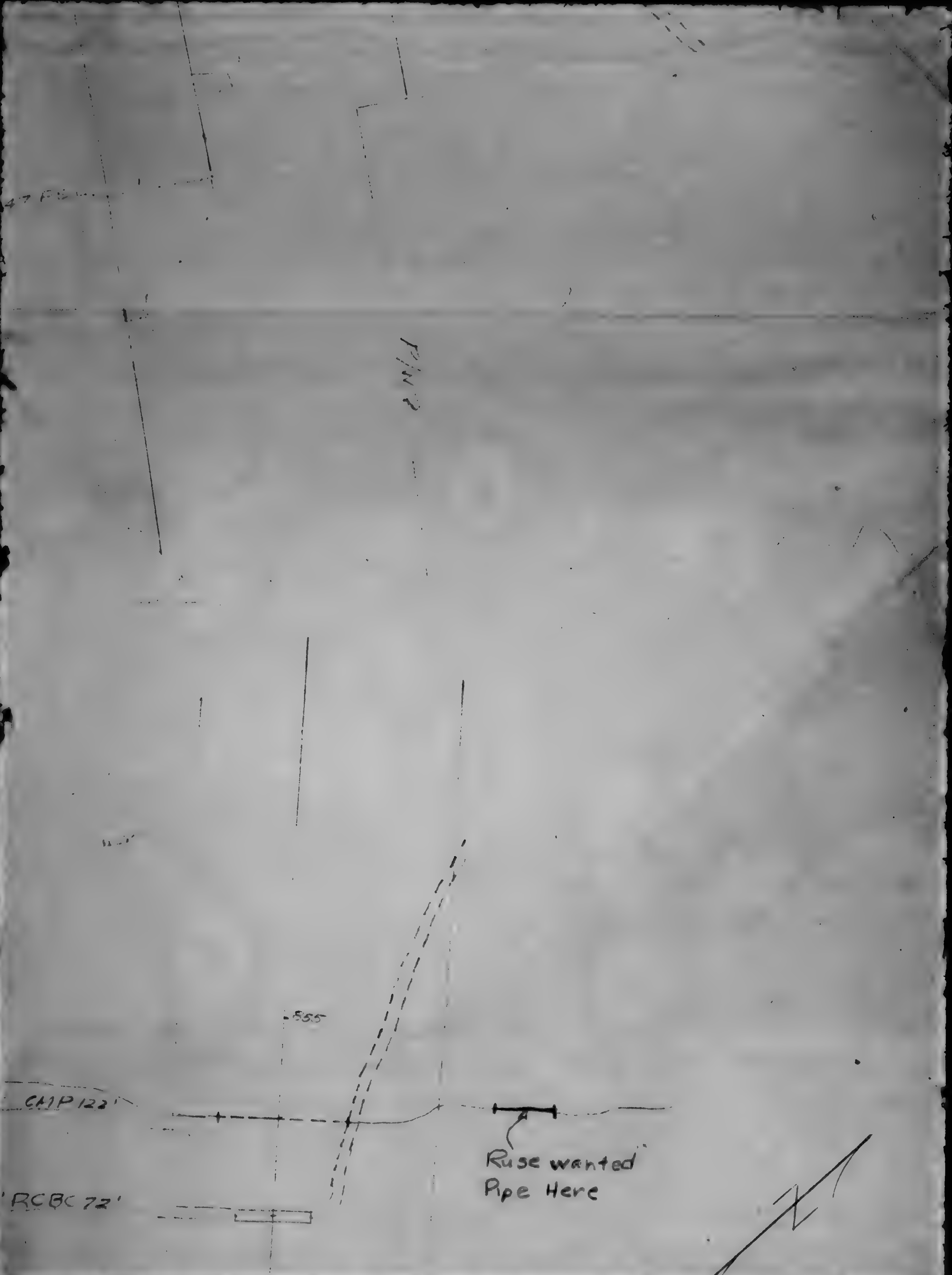
[illegible]

[illegible]

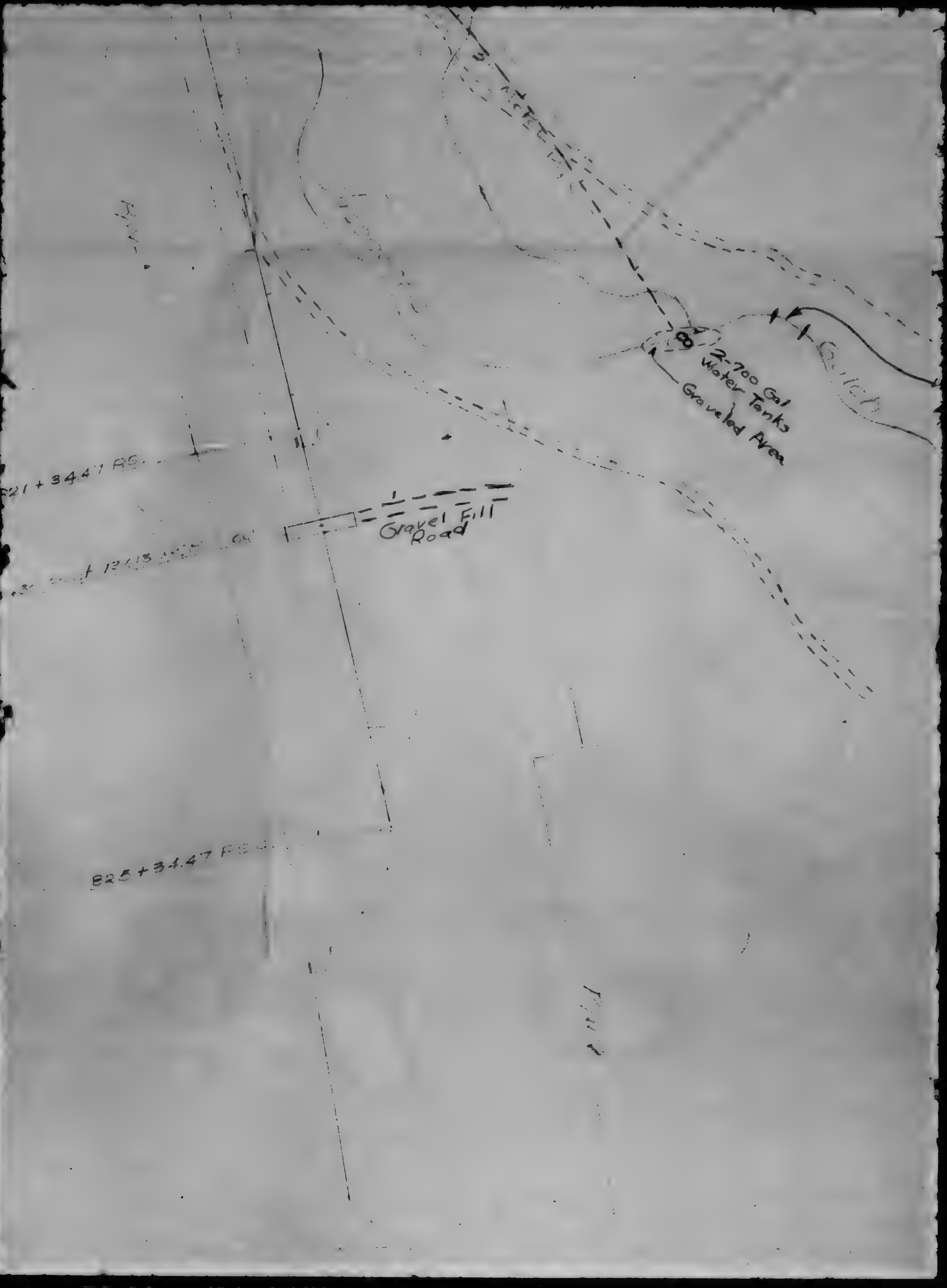
Stella Ruse Prop
File # 22141
Olds Ferry-Ontario
April-1-1958

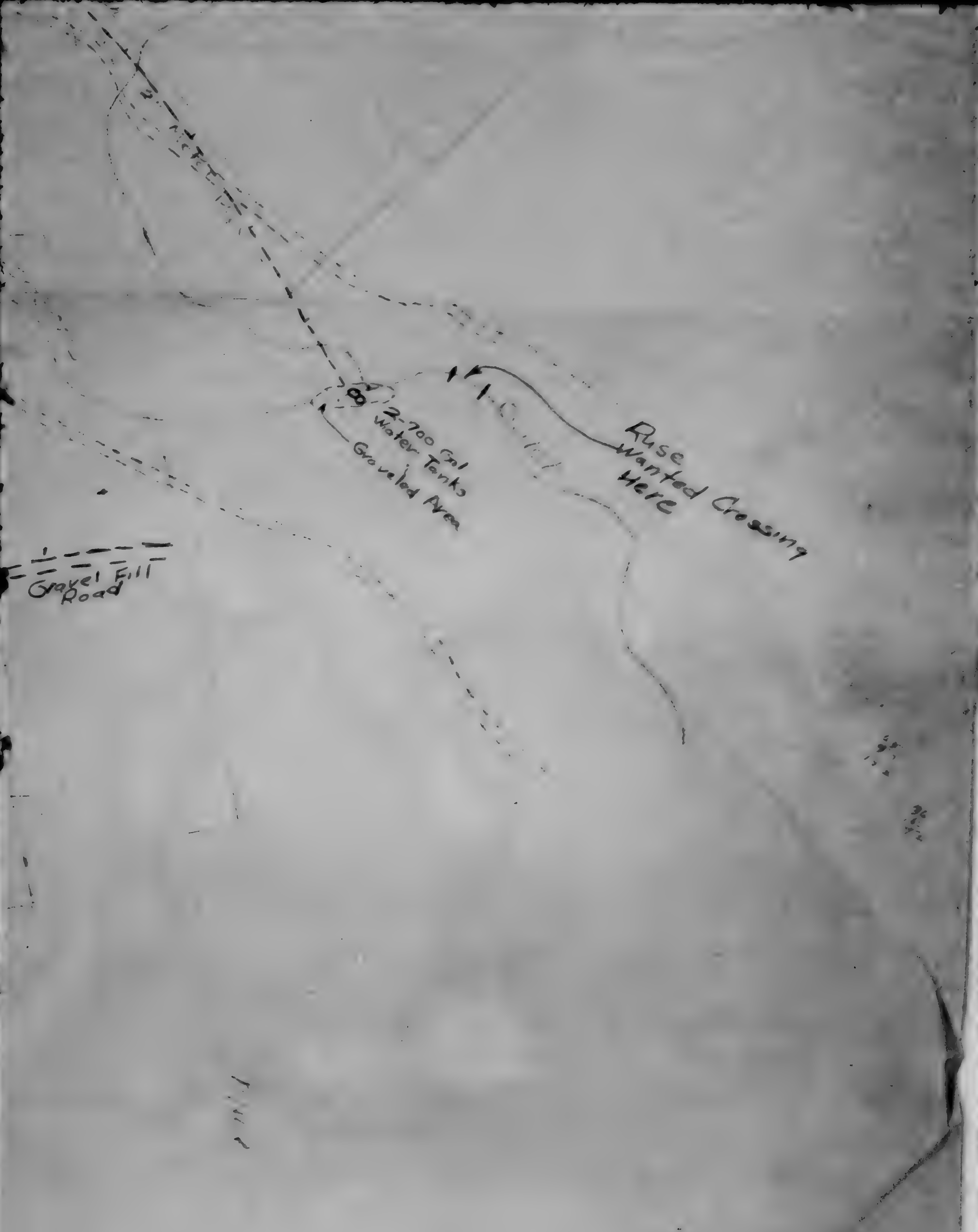

555
+00 18 CMP 122'
551+00 13'x13' RCBC 72'
Ruse wanted Pipe Here
550
R/W

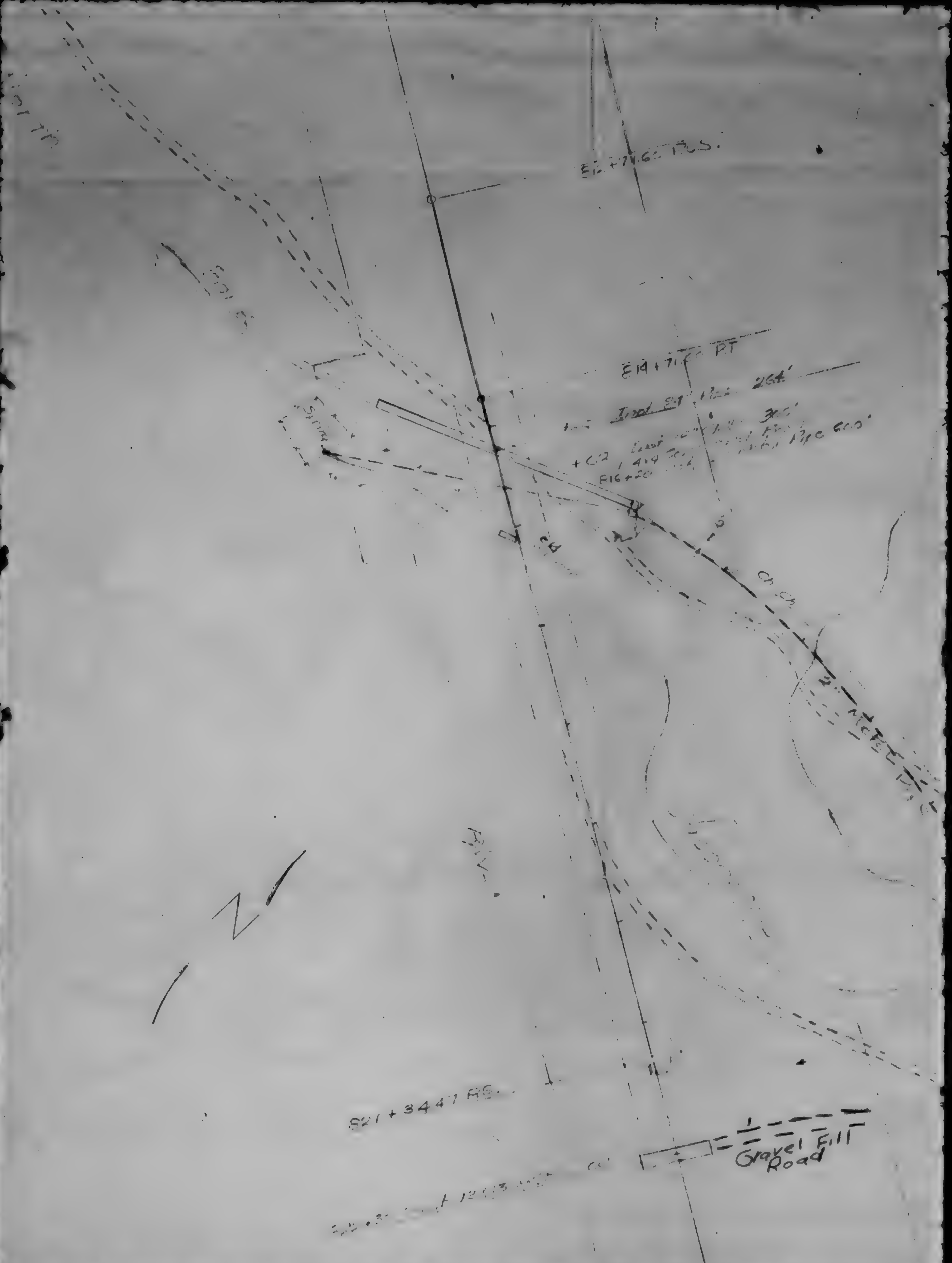

555
CMP 122'
Ruse wanted
Pipe Here
N
CBC 72'
550
R/W

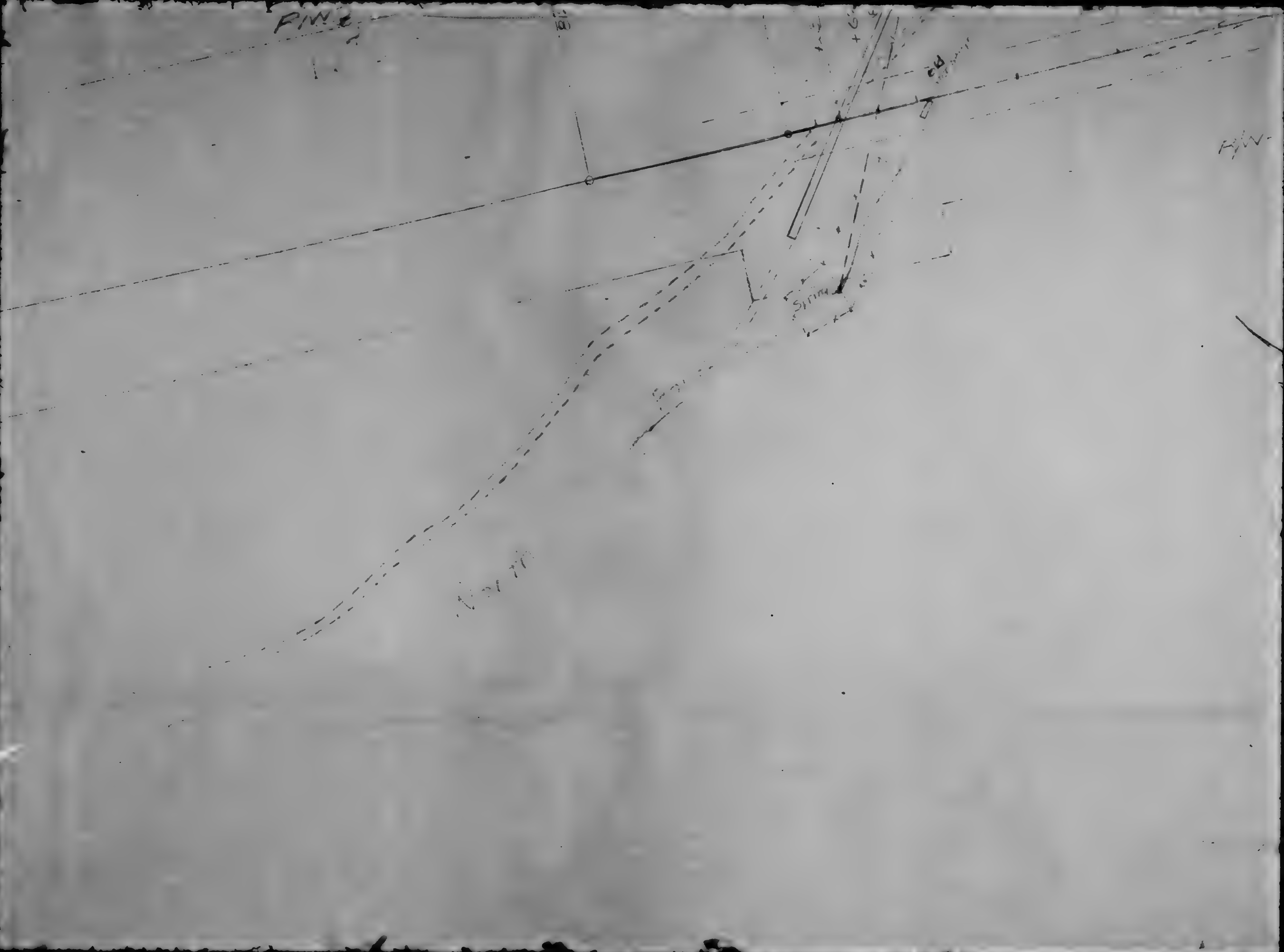


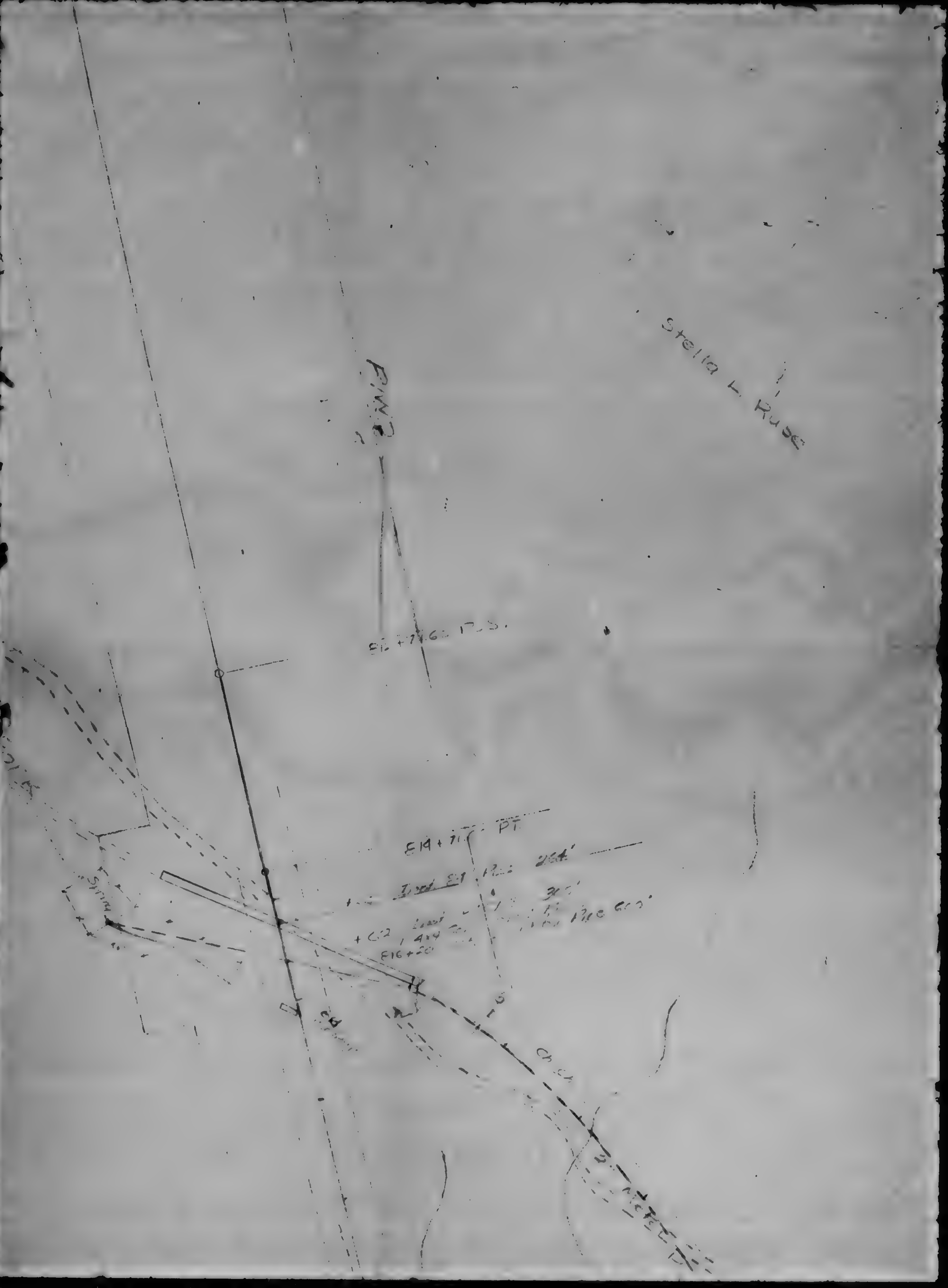
Ruse wanted
Pipe Here


2-700 Gal
Water Tanks
Graveled Area
Gulch
821+34.47 RS
Gravel Fill
Road
825+34.47 RS


2-700 Gal Water Tanks
Graveled Area
Ruse Wanted Crossing Here
Gravel Fill Road

E12+71.6 P.C.S.
E14+71.6 PT
264'
300'
Pipe 600'
+C.2
E16+20
Spring
Ch. Ch.
Metal
Riv.
N
821+34.41 P.S.
Gravel Fill
Road


P.W. ℄
Spring
F.W.


Stella L. Ruse
R/W
812 + 71.6 P.S.
819 + 71.6 PT
264'
816 + 20
+ 62
Pipe

FORM 2-128K 50M 8-37

COMMISSIONERS

CHAS H REYNOLDS, CHAIRMAN
LA GRANDE

M K McIVER MEMBER
PORTLAND

ROBERT B CHESSMAN, MEMBER
ASTORIA

H B GLAISYER [illegible]
SALEM

STATE OF OREGON
STATE HIGHWAY [illegible]
[illegible]

[illegible], [illegible]

Mr. [illegible]
Rt. [illegible]
[illegible], [illegible]

Dear Sir:

I have [illegible] applications [illegible]

[illegible] office [illegible] your [illegible] in [illegible]

[illegible],

[illegible]

[illegible]

[illegible]

NOTED

Mr. A. F. [illegible]
[illegible]
Oregon [illegible]
LaGrande, [illegible]

[illegible] land, [illegible] can [illegible]

[illegible]

[illegible] at once.

[illegible] interesting [illegible] The [illegible] and a [illegible]

[illegible]

[illegible] Miss [illegible] something [illegible] very [illegible]

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

[illegible]

[illegible]

[illegible]

[illegible] Property
File # [illegible]
[illegible]-Ontario Section
[illegible] Oregon Trail Highway

A. F. [illegible]
Division Engineer
[illegible]

[illegible] the illegal [illegible] section and advised him that we would [illegible]. At that time he brought up [illegible] the construction of this section in the vicinity of [illegible] at approximately station [illegible]:

1. [illegible] pit for material [illegible] with a pickup or truck [illegible].

2. [illegible] area to the westerly [illegible] change [illegible] section [illegible] side of the [illegible] sides of the [illegible] to cave in on the [illegible]. [illegible] pipe line [illegible].

3. [illegible] constructed [illegible] no longer [illegible] tons of [illegible] north of [illegible]. Prior to the construction of the [illegible] feet [illegible] was only [illegible]. [illegible] slopes of the [illegible] of the highway [illegible] metal pipe in the [illegible]. The bottom of the [illegible] has been washed [illegible] was [illegible] by the [illegible] culvert and a [illegible] pipe

OREGON STATE HIGHWAY DEPARTMENT

[illegible]

Subject: [illegible] Section

[illegible]

[illegible] There is [illegible] ly prove this cross-ing. [illegible] on either side and so steep [illegible] it is almost impossible [illegible]

[illegible] familiar with all the ramifications in this matter I hesitate to form any opinion or make any recommendations. It occurs to me that we should discuss it [illegible] the second meeting at [illegible]

[illegible]

[illegible], Supt.

[illegible]

NOTED
[illegible]

[illegible] HIGHWAY DEPARTMENT
[illegible]

[illegible]
[illegible] 1957

[illegible] Projects
[illegible]
[illegible]

To Mr. [illegible]
[illegible]
[illegible]
[illegible]

[illegible]

[illegible] telephone [illegible] of April [illegible], the following is [illegible]

[illegible] Station [illegible] Station [illegible] pipe [illegible] side of Highway [illegible] pipe, [illegible]

[illegible] concrete box [illegible] approximately [illegible] gallon capacity was installed, [illegible]

[illegible] Pit [illegible]

[illegible] drainage at [illegible] pipe and headgate installed [illegible] This was built as an agreement between Mr. [illegible] I refused [illegible] obligation had been fulfilled. [illegible] were making an inspection [illegible] This was done.

[illegible] a large pipe [illegible] Station [illegible] The State's obligation was satisfied and also [illegible] pipe or fill.

You agreed with my refusal.

[illegible]

RECEIVED
[illegible] 1957
[illegible] OFFICE

[illegible]

[illegible]
District Engineer

[illegible]

[illegible]

[illegible] complaints of the [illegible] was made that Mr. [illegible] additional work other than that [illegible] has been very well [illegible] and all [illegible] [illegible]

[illegible] of the work mentioned [illegible] the work of re-establis [illegible] satisfactorily.

[illegible] I have refused [illegible] the necess [illegible] of being between [illegible] pipe and a [illegible] of the right of way, as a joint [illegible] that [illegible] was not [illegible] was created and constructed, I [illegible] believe that Mr.

[illegible] troughs, along [illegible] planks [illegible] of equal capaci [illegible] of a size equal [illegible]

[illegible] in order [illegible] better than the [illegible] was started, The roads opposi [illegible] of work remains to be done [illegible] the removal of a [illegible] feet.

small amount of [illegible] to the breaking po

The [illegible] the same spot for [illegible] there are no culve [illegible] water [illegible] it and causes soft [illegible] establishing here.

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

[illegible] 2

Mr. [illegible]

[illegible] matters, which they actually are [illegible] to satisfy Mr. [illegible] and now I am [illegible] Mr. [illegible] still will not be satisfied.

[illegible] at the spring [illegible] now amounts to a considerable [illegible]

[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]

[illegible] has been [illegible] in addition [illegible] of [illegible] of pipe [illegible] the connecting roads [illegible]

Yours truly,

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

[illegible] 2

Mr. A. [illegible]

[illegible] matters, which they actually are [illegible] to satisfy Mr. [illegible] and now I am [illegible] of the [illegible] is [illegible] Mr. [illegible] still will not be satisfied.

[illegible] at the spring [illegible] now amounts to a considerable [illegible]

[illegible] has been spent in addition [illegible]

[illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
February 14, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4278	15-Post Final	Earl L. McNutt

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
3019	H-173365	$ 465.62	2/14/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1955

Time Extensions: None

Completion Date: Oct. 15, 1955

Date Accepted: Jan. 26, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-15-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: FEB 15 195

Ruth Rawlings

NOTED ON CARD

W. C. William

NOTED
W. C. WILLIAMS

October 25, 1956

FINAL COST ANALYSIS
Grading
Earl L. McNutt, Contractor
L. C. Johnson, Resident Engineer

Olds Ferry-Ontario
Contract No. 4278

Old Oregon Trail Hwy.
Prefix: 23-1054

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	100%	All	$10,000		$ 8,370.78	$ 10,000.00
Drainage Excavation	30,372.7	Cu.Yd.	$ 1.50	$ 1.39	42,196.32	45,559.05
Special Borrow Excav., Unclassified	109,645	Cu.Yd.	0.26	0.196	21,513.37	28,507.70
Gen. Excav., Loc. "A", Unclassified	2,029,284.7	Cu. Yd.	0.20	0.18	366,314.90	405,856.94
Gen. Excav., Loc. "[illegible]", Unclassified	1,164,830.7	Cu.Yd.	0.24	0.218	254,535.47	279,559.37
Short Overhaul	11,307,908	Yd.Sta.	0.005	0.007	[illegible]	56,539.54
Long Overhaul	197,833.73	C-Yd.Sta.	0.30	0.28	55,010.80	59,350.12
Truckhaul	142,274.5	Yd.Mi.	0.11	0.086	12,215.99	15,650.20
Sprinkling	21,519.835	M/Gal.	3.50	3.22	69,345.85	75,319.42
Finish Roadbed and Slopes	19.91	Miles	600.00	[illegible]	[illegible]	11,946.00
Rounding Cutbanks	77,230	Lin.Ft.	0.20	0.184	14,221.95	15,446.00
12" Corr. Metal Pipe	3,786	Lin.Ft.	3.85	3.76	14,259.27	14,576.10
18" Corr. Metal Pipe, 14 Ga.	200	Lin.Ft.	4.55	4.44	[illegible]	910.00
18" Corr. Metal Pipe, 12 Ga.	634	Lin.Ft.	5.90	5.78	[illegible]	3,740.60
24" Corr. Metal Pipe	1,702	Lin.Ft.	5.95	5.81	9,895.93	10,126.90
24" Corr. Metal Pipe, 12 Ga.	1,224	Lin.Ft.	7.70	7.54	9,231.14	9,424.80
42" Corr. Metal Pipe, 8 Ga. Pert. Invert.	318	Lin.Ft.	22.90	[illegible]	[illegible]	7,282.20
48" Corr. Metal Pipe, 8 Ga. Pert. Invert.	648	Lin.Ft.	[illegible]	[illegible]	[illegible]	[illegible]
60" Corr. Metal Pipe, 8 Ga. Pert. Invert.	178	Lin.Ft.	34.55	[illegible]	[illegible]	6,149.90
18" Concrete Pipe	2,796	Lin.Ft.	[illegible]	[illegible]	[illegible]	[illegible]

Olds Ferry-Ontario
Contract No. 4278

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
24" Concrete Pipe	771	Lin.Ft.	$ 4.15	$ 4.01	$ 3,09[illegible].07	$ 3,199.65
18" Corr. Metal Siphon Pipe	[illegible]	Lin.Ft.	6.30	5.15	1,313.98	1,5[illegible].80
*Concrete Inlet Basins	2	Each	300.00	300.00	600.00	600.00
*Concrete Outlet Basins	2	Each	150.00	150.00	300.00	300.00
30" Halfcircle C.M.P.	90	Lin.Ft.	4.30	4.37	393.41	387.00
72" Struc. Plate, 3 Ga.	176	Lin.Ft.	55.30	40.45	7,119.50	9,732.80
72" Struc. Plate, 8 Ga.	204	Lin.Ft.	45.30	33.20	6,773.00	9,241.20
84" Struc. Plate, [illegible] Ga.	264	Lin.Ft.	50.30	36.85	9,727.34	13,279.20
96" Struc. Plate, 10 Ga.	140	Lin.Ft.	55.70	40.88	5,72[illegible]	7,798.00
120" Struc. Plate, 5 Ga.	114	Lin.Ft.	71.65	[illegible].74	6,[illegible].59	8,168.10
120" Struc. Plate, 8 Ga.	76	Lin.Ft.	[illegible]	[illegible]	[illegible]	5,[illegible].60
Special Backfill in Drains	86	Cu.Yd.	10.00	4.[illegible]7	[illegible].62	860.00
*Class "A" Conc. in Box Culverts	1,452.71	Cu.Yd.	54.00	54.00	78,446.34	78,446.34
*Metal Reinforc. in Box Culverts	288,980	Lb.	0.115	0.115	33,232.70	33,232.70
Metal Guard Rail	175	Lin.Ft.	4.00	2.44	427.00	700.00
**Type 1 Fence	[illegible].4	Rod	3.165	3.165	26,994.15	26,994.15
**Type 2 Fence	3,738.7	Rod	4.23	4.23	15,814.70	15,814.70
**10' x 50" Metal Gate	2	Each	37.50	37.50	75.00	75.00
*Struc. Excavation	[illegible]	Cu.Yd.	[illegible].00	[illegible].00	[illegible]7.22	[illegible]7.22
*Excav. Below Elev. Shown	26.79	Cu.Yd.	10.00	10.00	267.90	267.90
*Class "A" Conc. in Bridge	1[illegible]7.94	Cu.Yd.	[illegible].00	[illegible].00	10,739.92	10,739.92
*MetalReinf. in Bridge	31,996	Lb.	0.115	0.115	3,679.54	3,679.54
*PA #1 Explor Foundation Material	100%	All	451.00	451.00	451.00	451.00
*PA #1 Furnish Treated Piling	1,120	Lin.Ft.	1.65	1.65	1,848.00	1,848.00

Olds Ferry-Ontario
Contract No. 4278

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*PA #1 Drive Treated Piling	32	Each	$ 78.00	$ 78.00	$ 2,496.00	$ 2,496.00
**PA #2 Purchase Fencing Material	100%	All	708.10		708.10	708.10
PA #3 Construct Truck and Jeep Road	100%	All	308.70		[illegible]	308.70
PA #4 Purchase Excess 72" C.M.P.	120	Lin.Ft.	24.62	[illegible]	[illegible]	2,954.40
PA #5 Furnish and Install 24" C.M.P.	120	Lin.Ft.	47.90	46.40	[illegible]	5,748.00
*PA #6 Struct. Excav., For Wing Wall Footings and Structure	28.03	Cu.Yd.	12.50	12.50	350.38	350.38
*PA #6 Class "A" Conc. in Rigid Frames	305.27	Cu.Yd.	63.00	63.00	19,232.01	19,232.01
*PA #6 Metal Reinf. in Rigid Frames	70,224	Lb.	.115	0.115	8,075.76	8,075.76
PA #7 10" Conc. Irrig. Pipe	3,399	Lin.Ft.	0.72	[illegible]	[illegible]	2,447.28
PA #7 8"x5" Valves	[illegible]	Each	[illegible]	[illegible]	359.38	[illegible]
PA #8 Furn. & Install 10" Concr. Irrig. Pipe	[illegible]	Lin.Ft.	[illegible]	[illegible]	[illegible]	[illegible]
PA #9 Furn. & Install 1 1/2" Water Pipe	600	Lin.Ft.	0.95	0.95	570.00	570.00
*PA #11 Furn. & Install Metal Headgates	3	Each	18.45	18.45	55.35	55.35
*PA #11 Struct. Steel in Irrig. Struct.	187.5	Lb.	0.43	0.43	80.63	80.63
*PA #11 Class "A" Conc. in Irrig. Struct.	10.55	Cu.Yd.	91.11	91.11	961.21	961.21
PA #13 Cement Adj. in Favor of State	1.63	Bbl.	4.40			- 7.17
PA #14 Const. Road Conn.	100%	All	444.85		303.95	444.85
PA #15 Furn. & Install 36" C.M.P.	216	Lin.Ft.	11.70	[illegible]	[illegible]	2,527.20
PA #15 Furn. & Install 10" C.M.P.	112	Lin.Ft.	3.60	3.48	389.87	403.20

Olds Ferry-Ontario
Contract No. 4278

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
PA #15 Furn. & Install 10" Conc. Pipe	[illegible]	Lin.Ft.	$ 0.95	$0.955	$ [illegible]1.05	$ 339.15
PA #16 Salvage and Relay Culvert Pipe	168	Lin.Ft.	2.75	1.44	241.51	462.00
PA #17 Prospect for Gravel	100%	All	749.00		[illegible].51	749.00
PA #18 Pump Water from Box Culvert Excav.	100%	All	527.71		500.80	527.71
PA #19 Purchase Excess 18" Conc. Siphon Pipe	102	Lin.Ft.	4.77	4.29	437.89	486.54
PA #19 Purchase Excess 30" Halfcircle C.M.P.	40	Lin.Ft.	2.95	2.65	106.20	118.00
**PA #20 Purchase Excess Fencing Material	100%	All	1,672.89		1,672.89	1,672.89
PA #21 Furn. & Install 36" Pel-Cor. Metal Pipe	216	Lin.Ft.	4.05	3.90	843.67	874.80
PA #21 Furn. & Install 24" Undipped Corr. Metal Pipe	208	Lin.Ft.	6.15	5.94	1,236.41	1,279.20
Force Account (Part Flagging)					1,[illegible].06	1,634.67
					$1,282,574.93	$1,373,204.32

Work Done by Others

* Hannan Brothers
** McWaters and Bartlett

Gross Revenue	$1,373,204.32
Total Cost	1,282,574.93
Net Profit	$ 90,629.39

Net Profit Equals 6.6% of the Gross Revenue

Detail of Costs

Labor:

Labor	$342,[illegible].75	
Labor Insurance	[illegible].27	
Health and Welfare	11,[illegible].00	
		$ [illegible],5[illegible].02

Materials:

18" Corr. Metal Pipe	3,72[illegible]'	at	$ [illegible]	10,17[illegible].71	
18" Corr. Metal Pipe, 14 Ga.	[illegible]0'	"	[illegible].15	[illegible]30.00	
18" Corr. Metal Pipe, 12 Ga.	534'	"	4.[illegible]57	2,[illegible]8.94	
24" Corr. Metal Pipe,	1,702'	"	4.104	6,985.00	
24" Corr. Metal Pipe, 12 Ga.	1,224'	"	5.535	6,774.84	
42" Corr. Metal Pipe, [illegible] Ga. Pret. Invert.	31[illegible]'	"	15.05	[illegible],7[illegible].26	
48" Corr. Metal Pipe, [illegible] Ga. Pret. Invert.	[illegible]'	"	15.[illegible]04	10,[illegible].38	
60" Corr. Metal Pipe, [illegible] Ga. Pret. Invert.	17[illegible]'	"	23.51	[illegible]	
12" Conc. Pipe	2,796'	"	1.845	5,1[illegible].[illegible]2	
24" Conc. Pipe	771'	"	2.295	1,7[illegible].44	
18" Corr. Metal Siphon Pipe	3[illegible]'	"	[illegible].293	1,[illegible].97	
30" Half Circle Pipe	120'	"	2.555	[illegible].60	
72" Struc. Plate, 3 Ga.	176'	"	40.446	7,118.50	
72" Struc. Plate, 8 Ga.	204'	"	33.20	[illegible],77[illegible].00	
84" Struc. Plate, 8 Ga.	264'	"	36.846	9,727.34	
96" Struc. Plate, 10 Ga.	140'	"	40.[illegible]	5,72[illegible].92	
120" Struc. Plate, 5 Ga.	114'	"	[illegible].74	[illegible],[illegible]10.59	
120" Struc. Plate, [illegible] Ga.	7[illegible]'	"	52.[illegible]	[illegible],[illegible]27.39	
72" Corr. Metal Pipe	1[illegible]'	"	[illegible].159	2,[illegible]	
36" Corr. Metal Pipe	21[illegible]'	"	[illegible]	1,47[illegible].55	
84" Corr. Metal Pipe	1[illegible]0'	"	20.63	3,[illegible].08	
10" Corr. Metal Pipe	112'	"	1.[illegible]	1[illegible].61	
24" Corr. Metal Pipe, [illegible]ripped	[illegible]'	"	3.[illegible]	71[illegible]	
10" Hel-Corr. Metal Pipe	21[illegible]'	"	2.043	4[illegible].40	
1[illegible]" Conc. Irrig. Pipe	[illegible]05'	"	1.17	[illegible].85	
10" Conc. Irrig. Pipe	3,399'	"	0.405	1,3[illegible]	
[illegible]" [illegible] 5" Valves	[illegible]5 Each	"	4.[illegible]5	[illegible]1.75	
10" Delta Valves	4 Each	"	9.90	39.60	
6" Orchard Valves	2 Each	"	2.[illegible]	5.76	
10" Conc. Pipe	3[illegible]'	"	0.414	1[illegible]5.19	
Metal Guardrail	175'	"	1.54	2[illegible].50	
					$106,76[illegible].82

The contractor received a 10% discount on the purchase price of all pipe products.

Equipment Rental and Misc. Supplies

Equipment Rental, Owned	$438,[illegible]12.43
Equipment Rental, Hired	12,215.99
Gas, Oil, Grease	77,100.16
Freight and Cartage	10,[illegible]74.70

Detail of Costs

Equipment Rental and Misc. Supplies (Continued)

Explosives	$ 4,841.50	
P. U. C.	2,248.78	
P.L. and P.D. Insurance	7,510.27	
Bond	10,209.03	
Small Tools and Misc. Supplies	9,751.38	
Home Office and General Overhead	12,954.00	
Subcontracts	207,721.86	
		$ 794,248.09
Total Cost		$1,232,574.93

Remarks

This was a "Federal Aid" Project calling for construction of 19.81 miles of highway roadbed, involving 3,194,115.4 cubic yards of excavation, one reinforced concrete bridge, seventeen reinforced box culverts, and 10,214 rods of right of way fence.

The project was bid August 5, 1954, and awarded September 22, 1954. Work started October 4, 1954, and was completed October 15, 1955.

The contractor moved in his equipment and started grading and laying of culvert pipe October 4, 1954. The grading was done with the following equipment: one 3/4-yard dragline, one 4-yard shovel, one 1-yard backhoe, six DW-20's and scrapers, five T-pulls, eight D-8 cats, eight tractor-drawn scrapers, five TD-24 tractors and dozers, two #12 blades, three water trucks, one 17-yard and one 10-yard dump trucks, two mounted hydraulic rippers, one pull type, one 500 c.f.m. compressor and wagon drill, two water pumps, light plants and other equipment used for maintenance. Excavation consisted of two classifications - "A" and "B". The "A" classification was from Station 807+00 to 1121+60. The excavation consisted of sand, gravel and topsoil. The sand being very fine, was hard to hold in place once it was dry, but by keeping it well watered down, the contractor was able to keep it in place. Location "B" was from Station 210+00 to 807+00. The excavation of this section being of sand and decomposed rock and some solid, which required drilling and blasting; most of which was handled by cats and rippers. Only 37,250 pounds of powder was used for the blasting on this project.

The Class "A" concrete in the bridge and box culverts was subcontracted to Hannan Bros. at bid price, and the fencing was subcontracted to Walters and Bartlett at bid prices.

The contractor shows a large profit on the structural plate pipe; due to the selling of this pipe by the supplier to the contractor, the following action took place: Collins Pipe Company would sell and construct the structural plate at a quoted price at no additional cost to the contractor. Armco, being the only supplier of this pipe in the area and in order to keep the order of pipe, they would install all the structural plate without cost to the contractor, plus a 10 percent discount the contractor received on all the pipe that was purchased.

The contractor made good progress on the construction of this project, losing very little time due to inclement weather, and the small amount of drilling and blasting that was encountered in Location "B". The contractor realized a fair profit.

M. A. Juve
Chief Cost Analyst

By

C. E. Layton

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[illegible] 1956
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FORM E-30X—80M—11-55—90226
TI 67 (2)
KFI-67 (2)
4278

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 9, 1956

SUBJECT: Old Ferry-Ontario Section
Old Oregon Trail Highway
Contract No. 4278

To: Mr. S. H. Probert
Office Engineer
Office

I am forwarding herewith Price Agreements No. 22 and 23 covering a settlement of claim for charges on the final estimate on the subject named job.

Price Agreement No. 23 is for structural steel left over from the construction of box culverts on the subject named job and Price Agreement No. 22 is for a corrugated metal pipe placed in the wall of an irrigation box.

Settlement of the claim with the McNutt Company should be made on the basis of my letter of August 30, 1956 to Mr. Earl L. McNutt, a copy of which was sent to you. Will you please arrange to render a post final estimate covering these items.

Tom Edwards
Construction Engineer

By

L. H. Young
Ass't Construction Engineer

LHY:jc

Encl.

cc Forrest Cooper ✓

RECEIVED
OCT 9 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

FORM E-135

RECEIVED
SEP 4 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

August 30, 1956

Earl L. McNutt Co.
General Contractors
351½ East Broadway
Eugene, Oregon

Attention Mr. Earl L. McNutt

Gentlemen:

Your letter of May 1, 1956 regarding underpayment for work performed on the Olds Ferry-Ontario Section, Contract 4278, has been referred to this office for settlement. We have had a field review made of each item cited in your letter and have found as follows:

Items 1 & 2 - P.A. No. 11
Total concrete in 8 structures including
2.03 c.y. in box right Sta. 814 is 12.18 cu.yd.
Difference owing you 1.63 c.y. at $91.11 $148.51

2 Headgates not shown on estimate at 18.45 36.90

* Haul and place 18" CMP in wall of box
Sta. 814 15.32

* Note: This will have to be covered with a P.A.

Item 3 - There were 1875 lbs. of usable reinforcing steel turned over to the State. This will be paid for on Price Agreement supported by an invoice at your purchase price plus freight. This invoice will have to be supplied by you or your subcontractor.

Item 4 - Allowed payment in full under Price Agreement No. 14.
Salvage & relay culvert pipe, 32 lin.ft. at 2.75 $88.00

Item 5 - Division Engineer Parson advises that the agreement reached on excavation for structures at Stations 1113+50 and 1138+50 was that the excavation would be done at unit prices and the State would pay for dewatering the excavation. This dewatering was paid for in the amount of $527.71 under Price Agreement No. 5.

NOTED
FORREST COOPER

Item 6 - See Items 1 & 2
Total headgates allowed 5

Item 7 - The bill covering fencing under Extra Work Order No. 3 was left off the estimate through inadvertence and will be paid.

Upon receipt of your invoice covering the surplus steel, we will submit for your approval price agreements covering the invoice and the hauling and placing of 18" CIP through the wall of the box at Station 814, then proceed with a post final estimate.

I trust you will find the foregoing a satisfactory settlement of our differences.

Very truly yours,

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:ep

cc - Forrest Cooper ✓
A. F. Parson
S. H. Probert

1956
OFFICE OF
ENGINEER

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AUG 21 1956
FOR FILING
FORM 2-30X—30M—11-55—30223

[illegible]
RF [illegible]
4278

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 16, 1956

SUBJECT: Olds Ferry-Ontario Section
Old Oregon Trail Hwy.
Contract No. 4278

To:

Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

Reference is made to my letter of May 8 concerning claim filed by Earl L. McNutt Company regarding exceptions taken to estimate No. 14. You were requested to make an investigation as to the validity of this claim and to arrange for payment of same where warranted.

How do we stand on this matter? Please give us a report.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Asst. Construction Engineer

LHY:EP

cc - Forrest Cooper
C. W. Enfield

RECEIVED
AUG 16 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 21 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) May 16, 1956

(CONTRACT NO.) FI-1121 (EST. NO.) (CONTRACTOR)

4278	14A Post-Final	Earl L. McNutt

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
9944	B-150815	$ 665.23	5/16/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1955

Time Extensions: None

Completion Date: Oct. 15, 1955

Date Accepted: Jan. 26, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 5-17-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: MAY 17 1956
Ruth Rawlings

NOTED ON CARD

RECEIVED
MAY 21 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) May 15, 1956

(CONTRACT NO.	(EST. NO.)	(CONTRACTOR)
4278	11-Final	Earl L. McNutt

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
9723	R-150595	$ 25,600.78	5/15/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1955

Time Extensions: None

Completion Date: Oct. 15, 1955

Date Accepted: Jan. 26, 1956

Penalties: None of r ecord

Claims: None of record

Remarks:

Date: 5-16-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: [illegible] 1956

R. Rawlings

NOTED ON [illegible]

RECEIVED
MAY 9 - 1956
FOR FILING

FORM E-80X—37,500—8-55—32947
FF-6(10)
[illegible]
4278

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

Salem, Oregon
May 8, 1956

SUBJECT: Olds Ferry-Ontario
Old Oregon Trail
Contract No. 4278

To:

Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

I am forwarding herewith copy of claim filed by Earl L. McNutt Company regarding exceptions taken to estimate No. 14.

Will you please make an investigation as to the validity of this claim and in cases where payment is warranted, arrange for same.

Please give us an early report with regard to this matter.

Forrest Cooper
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:ep

Attach.

cc - W. C. Williams ✓
C. W. Enfield

RECEIVED
MAY 8 1956
OFFICE OF
STATE HIGHWAY ENGINEER

May 1, 1956

Mr. Lloyd Johnson,
Resident Engineer,
Oregon State Highway Dept.,
Ontario, Oregon.

Dear Mr. Johnson:

Enclosed is the detail on the claim we wish to file for work done but for which we have not received payment. The following list of items we feel are cause for extra compensation which are not included in the #14 estimate of March 22, 1956.

Item #1 - Enclosed find drawings from our subcontractor Hamman Bros. on irrigation structures, they feel structures 1 to 7 are paid for on price agreement #11, which has been cut to 10.55 Cu.Yds. on concrete on #14 estimate, so these structures will have to be remeasured as Hamman Bros. feel there is 12.48 Cu.Yds. of concrete in the seven structures.

Item #2 - Structure #8 at Sta.814 on the Rt may have been overlooked, which has 2.28 Cu.Yds. of concrete plus haul and installation of a piece of culvert pipe.

Item #3 - Also some difference in reinforcing steel, Hamman Bros. has paid Soule for 395,230 lbs. of reinforcing steel. The pay items on estimates #14 are 391,387.5 lbs plus 2385 lbs. hauled to state maintenance yard at Ontario.

Item #4 - Remove and relay 30 ft. of 30" C.M.P. at Sta. 1093 plus 70 at agreed price of 2.75 per ft. as set out in price agreement #16.

Item #5 - Agreement between Mr. Parsons, Mr. L. Johnson and Mr. S. Quigley on Excavation of Box Culverts at Sta. 1113 plus 50 and 1130 plus 50 reason, change in size, change in depth of excavation, change in location and change in amount of boxes from original Contract that, because of above changes the State agreed we would do the necessary work involved and the State would see to it that we did not lose any money on the work done.

Item #6- We have paid Armco for two 18" Culvert Headgates, plus the ones furnished and installed by Hannan Bros., plus the one furnished by Farmer and installed by Hannan, these two were installed at stattions 1145+00 and 1149+30.

Item #7 - McWaters and Bartlett bill for $665.23 for changing fences etc., on Order for Extra Work #3 has been approved but is not included in Estimate #14.

A recap of the seven above items is listed below..

Item# 1.	Headgates	3 @ 18.45			55.35	
	Reinfc. Steel	187.5 #@ .43#			80.63	
	Concrete	12.48 CY-91.11 CY			1,137.05	
					1,273.03	$1,273.03
Item #2.	Concrete	2.28 CY @ 91.11 CY			207.73	
	Haul and install pipe in wall at Sta. 814+00 on Rt					
	4 Hrs Labor @ 2.13			8.52		
	Health & Welfare			.40		
	Payroll Taxes			.75		
	Plus 15%			1.45		
				11.12	11.12	
	Equipment Track 2 Hrs @ 2.00 pr Hr +15%				4.20	
					223.05	223.05
Item #3.	Reinfc. Steel	1487.5# @ .115#			171.06	
	Haul steel maintenance Yard per weight slip(enclosed)					
	4 Hrs Labor @ 2.25			9.00		
	Health & Welfare			.40		
	Payroll Taxes			.89		
	Plus 15%			1.64		
				11.93	11.93	
	1 Hr Labor @ 3.50		3.50			
	Health & Welfare		.10			
	Payroll Taxes		.31			
	Plus 15 %		.57			
			4.48		4.48	
					187.47	187.47
Item # 4.	Station 1093 + 70 32' of 30" C.M.P. @ 2.75 lin. ft.				88.00	88.00

Total carried forward to page 3 .... $1,771.55

Item total carried forward from page 2 $1,771.55

Item #5. Box Culvert excavation - Station 1113+50

Date	Equipment	Hrs	Rate	
7/26	D8 Cat & Dozer	3	14.75	44.25
7/26	DW20 & Scraper	3	21.00	63.00
7/26	3/4 Yd Shovel	4	11.95	47.80
7/27	3/4 Yd Shovel	9	11.95	107.55
7/28	3/4 Yd Shovel	9	11.95	107.55
7/28	D8 Cat & Dozer	2	14.75	29.50
7/29	3/4 Yd Shovel	9	11.95	107.55
8/1	3/4 Yd Shovel	4	11.95	47.80
8/2	D8 Cat & Dozer	7	14.75	103.25
8/2	DW20 & Scraper	6	21.00	126.00
8/2	DW20 & Scraper	6	21.00	126.00
8/2	DW20 & Scraper	6	21.00	126.00
8/2	TD24 Int Cat & Dozer	6	16.20	97.20
8/3	D8 Cat & Dozer	3	14.75	44.25
8/3	TD24 Cat & Dozer	1	16.20	16.20
8/3	DW20 & Scraper	1	21.00	21.00
8/3	DW20 & Scraper	1	21.00	21.00
8/3	DW20 & Scraper	1	21.00	21.00
8/3	3/4 Yd Shovel	1	11.95	11.95
				1,268.85

1,268.85

Plus 5% of 1,268.85 63.44

Labor

Date		Hrs	Rate	
7/26	Shovel Oiler	4	2.18	8.72
7/27	Shovel Oiler	1	3.27	3.27
7/27	Shovel Oiler	8	2.18	17.44
7/28	Shovel Oiler	1	3.27	3.27
7/28	Shovel Oiler	8	2.18	17.44
7/29	Shovel Oiler	1	3.27	3.27
7/29	Shovel Oiler	8	2.18	17.44
8/1	Shovel Oiler	4	2.18	8.72
8/3	Shovel Oiler	1	2.18	2.18
		36		81.75
	Health & Welfare			3.60
	Payroll Taxes			7.21
				92.56

92.56

Plus 15 % of 92.56 13.88

Box Culvert Excavation Station 1138+50

Date	Equipment Rental	Hrs	Rate	
7/13	3/4 Shovel	2	11.95	23.90
7/13	HD7 Cat & Dozer	2	10.00	20.00
7/14	3/4 Yd Shovel	9	11.95	107.55
7/14	HD7 Cat & Dozer	5	10.00	50.00
7/15	3/4 Yd Shovel	8	11.95	95.60
7/15	HD7 Cat & Dozer	7	10.00	70.00
7/18	3/4 Yd Shovel	9	11.95	107.55
7/18	HD7 Cat & Dozer	9	10.00	90.00
7/18	104 Dump Truck-6Yd	1	7.50	7.50
7/18	108 Dump Truck-6Yd	1	7.50	7.50
7/18	112 Dump Truck-4Yd	1	5.00	5.00
7/19	3/4 Yd Shovel	9	11.95	107.55
7/19	HD7 Cat & Dozer	9	10.00	90.00
7/19	104 DumpTruck-6Yd	9	7.50	67.50

Total carried forward to page 4 .... $3,210.28

Total carried forward from page 3					$3,210.28
(Box Culvert Excav. Sta. 1138 +50 -Continued)					
Date	Equipment	Hrs	Rate		
7/19	108 Dump Truck-6Yd	9	7.50	67.50	
7/19	112 Dump Truck-4Yd	9	5.00	45.00	
7/20	3/4 Yd Shovel	8	11.95	95.60	
7/20	HD7 Cat & Dozer	6	10.00	60.00	
7/20	104 Dump Truck-6Yd	6	7.50	45.00	
7/20	108 Dump Truck-6Yd	6	7.50	45.00	
7/21	3/4 Yd Shovel	9	11.95	107.55	
7/21	HD7 Cat & Dozer	9	10.00	90.00	
7/21	104 Dump Truck-6Yd	9	7.50	67.50	
7/21	108 Dump Truck-6Yd	9	7.50	67.50	
7/22	3/4 Yd Shovel	3	11.95	35.85	
7/22	HD7 Cat & Dozer	3	10.00	30.00	
7/22	104 Dump Truck-6Yd	3	7.50	22.50	
7/22	108 Dump Truck-6Yd	3	7.50	22.50	
				1,671.15	
Plus 5% of 1,671.15				83.56	
				1,754.71	1,754.71
Labor					
7/13	Shovel Oiler	2	2.18	4.36	
7/14	Shovel Oiler	1	3.27	3.27	
7/14	Shovel Oiler	8	2.18	17.44	
7/15	Shovel Oiler	8	2.18	17.44	
7/15	Shovel Oiler	1	3.27	3.27	
7/18	Shovel Oiler	8	2.18	17.44	
7/19	Shovel Oiler	1	3.27	3.27	
7/19	Shovel Oiler	8	2.18	17.44	
7/20	Shovel Oiler	8	2.18	17.44	
7/21	Shovel Oiler	1	3.27	3.27	
7/21	Shovel Oiler	8	2.18	17.44	
7/22	Shovel Oiler	3	2.18	6.54	
		57		128.62	
Health and Welfare				5.70	
Payroll Taxes				11.32	
				145.64	
Plus 15% of 145.64				21.85	
				167.49	167.49
Item #6.	2 Headgates Installed at Stations [illegible] +50 and 1149+30 as per Price Agreement #11 - 2 @ 18.45 each				36.90
Item #7	McWaters & Bartlett Bill-Extra Work order #3				665.23
	Total of items 1 thru 7				$5,834.61

Pay items on Estimate #14			
Price Agreement #11 on Estimate 14		1,097.19	1,097.19
Box at Sta. 1112+50			
Drainage Excavation 404 CuYds	@ 1.50 CY	606.00	
Common Excavation 715 "	@ .20 "	143.00	
Special borrow Backfill-404 "	@ .26 "	105.04	
Special borrow Truck Haul			
½ Mile Haul on 404 CuYds , Yd Mile Haul @ .11		22.22	
		876.26	876.26
Box at Station 1138+50			
Drainage Excavation	279.2 CuYds @1.50CY	418.80	
Common Excavation	1044.1 " .20"	208.82	
Spec. Borrow Backfill	279.2 " .26"	72.59	
Special Borrow Truck Haul			
½ Mile Haul on 279.2 CuYds @ Yd Mile Haul@.11		15.35	
		715.56	715.56
			$2,689.01

Summary.

Hannah Brothers - Items 1 to 3 Incl.	$1,683.55
Earl L. McNutt Co. " 4 to 6 Incl.	3,485.83
McWaters & Bartlett- " 7	665.23
	$5,834.61
Paid on Estimate #14	2,689.01
Balance due on claims	$3,145.60

If this detail is not clear or there are any questions in regard to this claim please let us know.

Yours very truly,
EARL L. McNUTT CO.

Earl L. McNutt

CC- OSHD
Hannah Bros.
McWaters-Bartlett
Quigley
Encl.-2

RECEIVED
MAY 4 - 1956
FOR FILING

FORM E-30X 37½ 8-54 73730

[illegible]
[illegible]
4278

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 4, 1956

SUBJECT: Contract 4278 - claim for additional compensation

To: Forrest Cooper
Construction Engineer
Office

NOTED
W. C. WILLIAMS

Attached herewith, copy of a letter from Earl L. McNutt Company to Lloyd Johnson, Resident Engineer in charge of State Highway Contract 4278.

The Contractor has signed estimate voucher No. 14 for this project, but has filed a claim for additional compensation for work performed under this estimate.

CHMaison
C. H. Maison
Auditor

CHM:cg

Attachment

cc: W. C. Williams ✓
C. W. Enfield
S. H. Probert
C. F. Smith

RECEIVED
MAY 4 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 5 1956
FOR FILING

[illegible]
[illegible]
4278

April 5, 1956

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 4278 for grading on the Olds Ferry-Ontario Section of the Old Oregon Trail in Malheur County was completed by the contractor, Earl L. McNutt, on October 15, 1955 and was formally accepted by the Highway Commission on January 26, 1956.

Final payment in the amount of $25,600.78 will be released to the contractor on or after April 16, 1956. The total contract amount is $1,372,539.09, of which amount $969.44 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
FEB 20 1956
FOR FILING

FORM E-30X—37,800—2-55—82967

[illegible]
[illegible]
4275

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

Salem, Oregon
February 17th, 1956

SUBJECT: R 24012, 24013 & 24119
Olds Ferry-Ontario Section

To:
Mr. R. L. Porter
Right of Way Engineer
Office

At the request of the Right of Way Department we have been investigating some matters of complaint brought up in a letter dated January 16th, 1956 and signed by Guy E. Turner. Mr. Turner states that we are violating the right of way on one of the easements by not holding to the 40-foot right of way. This was sent to the field and brought forth a letter from L. C. Johnson, Resident Engineer, in which he states: "Their main complaint is on the location of a haul road to quarry sites west of Station 345. They are afraid we will damage the spring area and suggest the road be built slightly further north." Mr. Johnson disposes of this by saying that the matter would be adjusted at the time of the construction of the haul road. Johnson also states that the option called for a cattle guard. If such is the case, we will build it.

Johnson also drags in a new issue which refers to a complaint by Mr. Turner that he will have to have some means of removing stock from the right of way. Johnson recommends gates. This we cannot do. Access control is a lot like virginity - either you do or you don't. I veto the gates. If our fence is inadequate to hold stock, it should be made adequate. The gates would open up a whole new field which in my opinion we should avoid like the plague.

None of the above bears any relation to the original complaint by Mr. Turner, which has to do with the contractor encroaching upon property not acquired by the State. By a copy of this letter I am instructing the field to confine all activities to the property which we purchased or have under easement. If additional areas are needed, it is the duty of the Division Engineer to see that suitable arrangements are made. If the contractor wishes to make private arrangements with the property owner, he may do so. If he has trespassed, he should be instructed to make immediate restitution. The Division Engineer is instructed to proceed as outlined in this letter which supersedes any other communications he might have received.

Forrest Cooper
Forrest Cooper
Construction Engineer

FC:AR

cc to: W. C. Williams
A. F. Parson
L. C. Johnson

RECEIVED
FEB 17 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 23 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

January 20, 1956

NOTED
State Highway Engineer

Oregon State Highway Commission

Re: Easement to construct highway
over north canal of the Owyhee
project, Malheur County

Gentlemen:

In connection with the construction of the Olds Ferry-Ontario Section of the Old Oregon Trail Highway in Malheur County, it was necessary to obtain an easement from the United States Department of the Interior, Bureau of Reclamation, to permit construction and maintenance of that section of the highway across the north canal of the Owyhee project. The United States Department of the Interior, Bureau of Reclamation, agreed to grant the easement and a form of easement was presented to you at your meeting of June 30, 1955, for execution by the Commission. A copy of the fully executed easement was transmitted to Mr. Wm. H. Tuller, Acting Regional Director for the Bureau of Reclamation and at that time Mr. Tuller discovered that in preparing the form of easement the Bureau of Reclamation had inadvertently omitted a standard nondiscrimination clause required by Executive Order No. 10557. Mr. Tuller had the form of easement redrafted and requested that the revised easement be again submitted to the Highway Commission for execution.

In reviewing the revised form of easement it was noted that paragraph 6 thereof provided that the easement was subject to existing rights of way of the United States or third parties and "there is reserved to the officers, agents and employees of the United States the right to have free access at all times to the area covered by this easement;". It was felt that the existence of an unrestricted and uncontrolled right of access at that point would, without question, create a hazardous condition and would be in opposition to the established policies and aims of the Highway Commission. Correspondence with Mr. Tuller revealed that the Bureau of Reclamation was quite anxious to reserve rights of access at that point in order to permit proper maintenance and cleaning of the canal. A solution to the problem was found by rewording paragraph 6 of the proposed easement to read as follows:

> "This easement is subject to existing rights-of-way of the United States or third parties and there is reserved to the officers, agents and employees of the United States

> the right to have free access at all times to the area covered by this easement; Provided, however, that there shall be no vehicular access from abutting property to the traveled surface of any highway now or hereafter constructed upon the area covered by this easement."

The above quoted language has been approved by Mr. Tuller and has been incorporated in a form of easement. The form of easement will be before you for consideration at your meeting of January 26 and 27, 1956, and it is recommended that you approve and execute the same.

Very truly yours,

C. W. ENFIELD
Chief Counsel

RLM:mlk:aj
cc - Mr. R. H. Baldock
  Mr. H. B. Glaisyer
  Mr. C. H. Maison

RECEIVED
DEC 29 1955
FOR FILING

F1-67(2)
RF1-67(3)
4278

December 27, 1955

Mr. H. T. Coleman, Manager
Fidelity and Surety Department
United Pacific Insurance Company
627 Board of Trade Building
Portland 4, Oregon

Dear Mr. Coleman:

This will acknowledge your two letters of December 22 and 23 respectively consenting to the immediate release of the semi-final payment due Earl L. McNutt, contractor, for grading the Olds Ferry-Ontario Section of the Old Oregon Trail, Malheur County, State Highway Contract No. 4278.

This satisfies our requirements, and our Chief Auditor is being instructed today to release the warrant immediately upon receipt of the same from the Secretary of State which we anticipate will be before the end of this week.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Mansfield and Company
302 Lewis Building
Portland 4, Oregon

C. H. Maison (2)

REFERRED TO, Mrs Lewis
SECRETARY
note on card

NOTED ON CARD

UNITED PACIFIC
Insurance Company

HOME OFFICE - TACOMA, WASHINGTON

PORTLAND OFFICE - 627 BOARD OF TRADE BUILDING
PORTLAND 4, OREGON

December 23, 1955

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
State of Oregon
Salem, Oregon

Re: Bond #234396, Earl L. McNutt
Olds Ferry-Ontario Section, Old Oregon
Trail, Contract No. 4278

Dear Mr. Glaisyer:

We have been requested to approve a release of the semi-final estimate and also approval of payment of part of the retained percentage.

Please accept this letter as our consent to the release of the semi-final payment and to payment of a part of the retained percentage as requested. This consent is for the immediate release of these funds without the usual waiting period, as the contractor is very anxious to secure them before the end of the calendar year. It is our understanding that this retainage now is approximately 7½% and that it will be reduced to approximately 1½%. If there is anything further which we may do to expedite this request, please so advise.

Thanks kindly for your co-operation.

Very truly yours

H. T. Coleman
Howard T. Coleman
Attorney-in-Fact

HTC:jm

ACKNOWLEDGED
H B. GLAISYER

NOTED ON CARD
gl

[illegible]

AUTOMOBILE · FIDELITY AND SURETY · BURGLARY AND THEFT · FIRE · INLAND MARINE
LIABILITY AND PROPERTY DAMAGE · PLATE GLASS · GROUP ACCIDENT AND HEALTH

UNITED PACIFIC

UNITED PACIFIC
Insurance Company

HOME OFFICE - TACOMA, WASHINGTON

PORTLAND OFFICE - 627 BOARD OF TRADE BUILDING
PORTLAND 4, OREGON

December 22, 1955

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
State of Oregon
Salem, Oregon

Re: Bond #234396, Earl L. McNutt
Olds Ferry-Ontario Section, Old
Oregon Trail, Contract No. 4278

Dear Mr. Glaisyer:

We have been requested to approve the release of the semi final estimate and reduction of retainage on this contract by the contractor.

Please accept this letter as our consent to release of semi final payment and reduction of retainage as requested. It is our understanding that this retainage now is approximately 7½% and that it will be reduced to approximately 3%. Since Earl McNutt is very anxious to have this paid prior to the end of the year, we shall appreciate your phoning us should there be anything further required by us prior to release of these funds.

Thanks kindly for your co-operation.

Very truly yours

H. T. Coleman

Howard T. Coleman, Manager
Fidelity and Surety Department

HTC:jm

ACKNOWLEDGED [illegible]
H B. GLAISYER

RECEIVED

jl

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RECEIVED
DEC [illegible] 1955
FOR FILING

[illegible]

[illegible]

4[illegible]

December 23, 1955

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Earl L. McNutt on contract No. 4278, for grading on the Olds Ferry-Ontario Section of the Old Oregon Trail Highway in Malheur County. This payment, in the amount of $71,221.24, will be released to the contractor on or after January 3, 1955. The retained percentage is $20,511.75.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

P. S.

We will release the semi-final warrant to Mr. McNutt as soon as it is received from the Secretary of State if you will make such request in a letter to this office.

NOTED ON CARD

gl

RECEIVED
DEC 12 1955
FOR FILING

FI - 67(2)
FI-I - 62(3)
4278

December 12, 1955

Oregon State Highway Commission

Gentlemen:

It appears that we will have an overrun in project authorization of $78,000 on the Olds Ferry-Ontario Section, which results in a percentage overrun of 5.43 per cent.

This overrun was caused almost entirely by the necessity of using large amounts of water in order to properly compact the fine soils and sands encountered in grading the project. The cost of water needed for compaction overran the original estimate $92,000, but some other offsetting savings reduced the overrun to $78,000.

This matter will be on the next agenda, and it is respectfully requested that you authorize additional project authorization on contract No. 4278 in the amount of $78,000, making the total authorization $1,329,712.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

WCW:me

cc Mr. Forrest Cooper
Mr. S. H. Probert
Mr. C. H. Maison

Form E-1-Rev 6-55—10M

F1-67(2)
RF1-67(3).

O GON STATE HIGHWAY DEPARTM

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 22, 1955

Section Olds Ferry - Ontario
Highway Old Oregon Trail
Contractor Earl L.McNutt
Date of contract September 22, 1954
Date work started October 4, 1954
Project authorization $1,430,113.50
Exclusive of Engineering $1,328,416.54

Kind of work Grading
Section prefix 23-1054
Contract number 4278
Date of completion October 31, 1955
Estimated date of completion October 15, 1955
Per cent of time elapsed 95.7 %

Estimated cost of completed project, exclusive of engineering $1,436,717.36
Estimated per cent overrun or underrun 5.36 %
Per cent of contract completed, based on total contract price 100 %
Engineering authorization $101,696.96
Engineering cost to date $68,650.00, 67.5 %
Date project was completed October 15, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

All grading , finishing, and cleanup has been completed throughout the project.

One field crew of four men have been staking Olds Ferry interchange throughout the past week, one crew of four men have been doing remeasuring and misc. work throughout the job.

Two men in office have been working on quantities for semi-final estimate

394 of 404 days.

NOTED
L. H. Young

NOTED
FORREST COOPER

NOTED
W. T. WRIGHT

RECEIVED
OCT 25 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed

Address Box 402, Ontario , Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 86385

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	18.37	Boxes 18.37	Fence 18.37		
Miles partially completed					
Miles completed	18.37	18.37	18.37		
Total estimated quantities (contract)	3,463,000	1150 c.y.	13,000 rds.		
Total quantities corrected to date	3,292,000	1740 c.y.	12,600		
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers..........., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

"

RECEIVED
OCT 25 1955
FOR FILING

[illegible]
[illegible]
4273

October 21, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advice you that work was completed on October 15, 1955 on Contract No. 4273, Olds Ferry-Ontario Section, in Malheur County, in connection with Federal Aid Project No. FI-67(2), FI-67(3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:bb

cc: John Cottrell

RECEIVED
OCT 20 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 18th, 1955

SUBJECT:

To: Mr. A. F. Parson
Division Engineer

NOTED
W. C. WILLIAMS

In reply to your letter of October 14th re overrun of 5.43% on the Olds Ferry-Ontario Section, I wish to advise that the only additional information needed is a request on standard form for additional authorization.

Forrest Cooper
Ass't. Construction Engineer

FC:AR

cc to: W. C. Williams

RECEIVED
SEP 26 1955
FOR FILING

FI-61(1)
FFI-[illegible]7(1)
4[illegible]5

file

Salem, Oregon
September 26, 1955

MISC. CONTRACTS and
AGREEMENTS No. 1610

Mr. John W. Cattrall
City & County Relations Dept.
Office

Dear Mr. Cattrall:

Attached is a conformed copy of an agreement with Malheur County covering the Olds Ferry-Ontario Section of the Old Oregon Trail in Malheur County.

The original of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Malheur County.

Very truly yours

Secretary

rm
Attach: 1

FORM 230—80M—10-54—79485

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 12, 1955

SUBJECT: Assignment No. 5832

To: W. C. Williams
OFFICE

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies of an amended throughway agreement covering the Olds Ferry-Ontario Section of the Old Oregon Trail Highway in Malheur County.

Two copies of the agreement have been executed by the County and are now ready for presentation to the Highway Commission.

This complestes Assignment No. 5832.

John W. Cattrall
Engr.,County and City Relations

By John D. Graham

John D Graham
Office Engineer

AUTHORIZED BY [illegible] COMMISSION
DATE Dec. 8. 1954 - original agreement signed - Revised agreement removes 1 frontage road as described in the second "whereas" clause.
Secretary

FORM E-30 25M 9-51 52318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 5, 1955

SUBJECT: Amended agreement - Olds Ferry-Ontario Section Old Oregon Trail Highway

To:

Mr. W. C. Williams
Deputy State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

Attached hereto find ten copies of amended agreement on the Olds Ferry-Ontario Section of the Old Oregon Trail Highway.

You will note that only two copies of the agreement have exhibits attached. Will you kindly have County and City Relations attach exhibits to the remaining copies of the agreement.

Very truly yours,

C. W. ENFIELD
Chief Counsel

Owen E. McAdams, Jr. w.

By
OWEN E. McADAMS, JR.
Assistant Attorney

PLEASE RETURN TO
W. C. WILLIAMS

MH
encls.

RECEIVED
MAY 3 1955
OFFICE OF
STATE HIGHWAY ENGINEER

AUTHORIZED [illegible]
DATE
Secretary

RECEIVED
SEP 6 - 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

ASSIGNMENT

Date: **May 3, 1955** No. 5032 By WCW

To: Mr. A. F.
Division

Description: **Letter of May 5 by Owen E. McAdams attaching ten copies of amended agreement on the Olds Ferry-Ontario Section of the Old Oregon Trail Highway**

NOTED
. C. WILLIAMS

Acknowledged by____Referred to **Cattrall**

— Investigate and report with recommendation
— Such action as necessary and report
— Comment or recommendation
— Return with rough draft of reply
— Prepare reply for signature of Mr.________
— Contact correspondent and report

Remarks: **For execution by County officials, if OK.**

PLEASE RETURN TO
W. C. WILLIAMS

Executed 9-13-55 Report Received________

breakdown on
the Old ... **he moment at**
least t
er explanation
is incl ... **r to the cost**
of the

on Engineer

FC:AR

cc to

RECEIVED

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SEP 6 - 1955
FOR FILING

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[illegible]
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 1st, 1955

SUBJECT:

To: Mr. A. F. Parson
Division Engineer

NOTED
W. C. WILLIAMS

Your letter of August 30th attached to a cost breakdown on the Olds Ferry-Ontario Section would indicate that at the moment at least the project will not overrun.

Please be sure that this arithmetic or a proper explanation is included in future reports and other forms that refer to the cost of the project so that no confusion will result.

Forrest Cooper

Forrest Cooper
Ass't. Construction Engineer

FC:AR

cc to: W. C. Williams ✓

RECEIVED
[illegible] 1955
OFFICE OF
[illegible] ENGINEER

RECEIVED
AUG 15 1955

FOR FILING

FORM E-30X 37/2 3-54 73730

FI- 97(3)

FI-57(3)

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 11th, 1955

SUBJECT:

To: Mr. A. F. Parson
Division Engineer

Johnson's report on the Olds Ferry-Ontario project dated July 29th shows an estimated cost of $1,325,000 or a slight underrun. The report for August 5th shows an estimated cost of $1,411,000 or an overrun of $82,583 or 6.2%. Contrary to instructions no explanation is made.

Will you please take appropriate action.

Forrest Cooper
Ass't. Construction Engineer

FC:AR

cc to: W. C. Williams

RECEIVED
AUG 5 - 1955
FOR FILING
FORM E-30X—50,000—10-54—79484

F1-1

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 2nd, 1955

SUBJECT:

To: Mr. A. F. Farsen
Division Engineer
State Highway Department
LaGrande, Oregon

W. C. WILLIAMS

Dear Sir:

The section of subgrade soil between Station 405 and Station 431 on the Olds Ferry-Ontario Section of the Old Oregon Trail in Malheur County is composed of highly bentonitic soil. Inasmuch as we have demonstrated on the I.O.N. and one section of the Central Oregon this type of soil requires some special treatment, Mr. Hill has recommended that we mix 5 to 8% hydrated lime with the soil.

Hill has talked with the engineers in Montana and Idaho where large areas of this soil are found, and we have reports from Texas showing the stabilization of clayey soil by hydrated lime. All of these states are enthusiastic about the efficiency of this treatment, and I suggest that the attached specification be used on the Olds Ferry-Ontario surfacing.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR
Enc.

cc to: W. C. Williams ✓

RECEIVED
AUG 2 - 1955
FOR FILING

FORM ~~—50X~~—50,000—10-54—79484

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 1st, 1955

SUBJECT:

W. C. WILLIAMS

To: Mr. A. F. Parson
Division Engineer

We are somewhat confused as to the financial status of the Olds Ferry-Ontario job.

Johnson's report for the week ending July 22nd, 1955 indicated a substantial overrun in excess of 5%. His weekly report for July 29th indicates a slight underrun, and his letter of July 28th, 1955 and yours of July 29th, 1955 would indicate an overrun. However, I see a note on the bottom of your letter in which you state you still have $57,000 plus of contingency funds. In order to resolve this matter, will you please have a reevaluation of the project made, using the best information available at this time as to the various contract items, indicate the overruns as noted by Johnson's letter less the road construction cost of the Olds Ferry interchange which is to be built under separate contract and list any offsetting underruns or authorizations for a recapitulation of the financial picture of the entire project.

If an overrun of 5% is indicated, proper forms should be submitted to cover the overrun with a full explanation.

Forrest Cooper
Ass't. Construction Engineer

FC:AR

cc to: W. C. Williams ✓

RECEIVED

RECEIVED
AUG 5 - 1955
FOR FILING

OREGON DISTRICT
FI-67(2)
FI-67(3)
42 [illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

July 27, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project FI-67(4), Olds Ferry-Ontario Section (Structures), of the Old Oregon Trail Highway in Malheur County.

This is to authorize your advertising for bids.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
AUG 3 1955
STATE HIGHWAY COMMISSION

RECEIVED
JUL 20 1955
FOR FILING

FORM E-30X 37½ 3-54 73730

F1-67(4)
FF1-67(3)
4278

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 18, 1955

SUBJECT:

Mr. Ray Webber
Ass't Construction Engineer

NOTED
W. C. WILLIAMS

On June 14, 1955, I wrote you a letter about the Olds Ferry-Ontario Section Surfacing Project and suggested that that project be reviewed with the idea of eliminating unsuitable materials as recommended by the field.

Will you please bring me up to date on this matter so that I may be informed as to the type of surfacing to be used.

Forrest Cooper
Ass't. Construction Engineer

FC:dt

cc- Mr. W. C. Williams

RECEIVED
JUL 19 1955
OFFICE OF
STATE HIGHWAY ENGINEER

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PF1-671
4[illegible]

Salem, Oregon
July 12, 1955

Mr. R. L. Porter
Right of Way Engineer
Office

Dear Mr. Porter:

Attached are two fully executed copies of a "Right of Way Easement" with the U. S. Department of Interior, Bureau of Reclamation, in connection with the Owyhee Project on the Olds Ferry-Ontario Section of the Old Oregon Trail, about 3 miles north of Ontario. These copies have been executed by the State Highway Commission and are now ready for the signatures of the Regional Director, Region 1, Bureau of Reclamation.

When fully executed please return one copy to this office for the Commission's files.

Very truly yours

Assistant Secretary

rn
Attach: 2

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FORM 830—50M—10 54—79485
F1-69(2)
F1-6[illegible])
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 22nd, 1955

SUBJECT:

W. C. WILLIAM

To: Mr. A. F. Parson
Division Engineer

Mr. Ruse and his wife from whom we acquired right of way for the Olds Ferry-Ontario Section under R/W 22141-22145 were in the office today in connection with several complaints they have in connection with reestablishing various items on their property. The Rusos seem very reasonable, and it is my thinking that we should promptly take care of the items which I will enumerate.

They have requested that some type of a wall or riprap be placed southerly or westerly at about Station 811 to dike off the new channel of the North Fork of Jacobson's Gulch from the old channel. They also suggested that a short section of 12-inch culvert be placed under the dike to meter water down the old channel for their use and benefit. It was their statement that a section of wall or dike some ten to twenty feet in length was all that was needed. Therefore, it would seem that we should take care of the matter, particularly as one of the State's obligations under the right of way agreement was to protect the spring.

The second item of complaint was that we have not provided adequate water troughs for their stock. Mr. Ruse stated that they originally had some four or five troughs connected in series which was replaced by a single trough which they contend is entirely in adequate. Under the terms of the right of way settlement the State was obligated to "reestablish water troughs of existing capacity etc.". While it might be construed that the word "reestablish" meant merely moving existing troughs, Mr. Ruse stated that at least part of the troughs were damaged beyond use, and I do not feel that the matter is of sufficient importance that we should make an issue of the word "reestablish". I believe that we should install two additional troughs, probably by a force account order, as this would probably be the quickest and best under the circumstances.

Mr. Ruse's third complaint was that the existing roads which he used in his farm operations which crossed the new highway at various places were not properly reestablished or connected to existing roads. The roadways from the box culvert at Station 821 are entirely inadequate and do not allow him proper access to his property north and east of the new highway, and further that the roads leading to the box culvert at Station 857 have not been reestablished at all. It was his thought that a short section of 18-inch pipe should be installed under his road to the left of Station 826 where a soft spot would develop if water flowed through our culvert at that point.

While I am not familiar with all of the details which Mr. Ruse discussed, we should without delay provide him a reasonable replacement of his facilities so that he can operate his farm. While it is possible that his facilities were somewhat primitive, I do not believe that we should be too technical but should provide him with reasonable connecting roads.

Will you please take proper action about these matters and give me a report.

Forrest Cooper
Ass't. Construction Engineer

FC:AR

cc to: W. C. Williams ✓

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JUN 22 1955
OFFICE OF
STATE HIGHWAY ENGINEER

File ✓

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JUN 2 1955
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OREGON DISTRICT

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DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

June 14, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project FI-67(4), Structures, Olds Ferry-Ontario Section of the Old Oregon Trail Highway in Malheur County.

This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

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JUN 24 1955
OREGON
STATE HIGHWAY COMMISSION

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[illegible] 1955

FORM E-30X 37½ 8-54 73730

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 14, 1955

SUBJECT:

To: Mr. Ray Webber
Ass't. Construction Engineer

NOTED
W. C. WILLIAMS

The surfacing plans for the Olds Ferry-Ontario Section have been received from the field. The surfacing as submitted consists of 1½-inch leveling course, 6½ inches of 2½-0" crushed material and 12 inches of subbase. A study of the laboratory reports for the materials shall be used as "subbase" indicates excessive P.I. The two worst samples as being as follows:

Laboratory No. 318265 - P.I. 12, L.L. 36

Laboratory No. 323756 - P.I. 13, L.L. 34

These materials are unsuitable and should not be used.

Will you please make an immediate study of this entire project based on an ample quantity of acceptable materials.

Forrest Cooper
Ass't. Construction Engineer

FC:of

cc to: W. C. Williams
S. H. Probert
A. F. Parson

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JUN 14 1955
OFFICE OF
STATE HIGHWAY ENGINEER

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COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

May 17, 1955

Mr. Paul L. House, Manager
North Board of Control
Owyhee Project
Nyssa, Oregon

File 22138
Structures for use of North Board
of Control of Owyhee Project
Olds Ferry-Ontario Section
Old Oregon Trail

Dear Mr. House:

Since talking to you and Mr. Heningson at Nyssa on last Wednesday, the construction of an underpass structure under the revised location of the Old Oregon Trail in the vicinity of your maintenance quarters north of Ontario has been the subject of further detailed consideration by the Commission's engineers and the conclusion has been reached that, in view of the many complications involved in your use of the county roads and the structure to be built over the highway by vehicles of overweight and overwidth, the most satisfactory solution will be to construct an undercrossing structure for the use of the North Board of Control.

The suggestion has been made that the Commission's engineers confer with you as to the most practicable location of the structure and it is anticipated that there will be developments in this regard in the reasonably near future.

The Resolution adopted by the North Board of Control made reference to a crossing under the proposed state highway in the Southeast quarter of the Southwest quarter (SE¼ SW¼) of Section 20, Township 17 South, Range 47 East, W.M. It is my recollection that a crossing at this location was agreed upon as being undesirable, for the reason that it is some 2400 feet in a direct line from your maintenance quarters to any structure which might be located at that point. Again according to my recollection, it appeared that the most practicable location for a structure would be somewhere in the vicinity of highway Station 1095+00 or 1096+00, which location is between the south boundary of the Bureau of Reclamation property and the structure over the county road. If a location in this area works out satisfactorily a new resolution should be adopted and presented to the Bureau of Reclamation designating a location in the Northeast quarter of the Northwest quarter (NE¼ NW¼) of Section 29, Township 17 South, Range 47 East, W.M.

It is sincerely hoped that the suggested solution of the matter will work out satisfactorily to the end that the Highway Commission may secure the necessary right of way for the highway under Section 17 of the Federal Highway Act without protracted delay.

Very truly yours,

C. W. ENFIELD

By
J. W. DeSOUZA
Assistant Counsel

JWD:mb

cc: Bureau of Reclamation,
Regional Office, Region 1
Box 937
Boise, Idaho

Bureau of Land Management
P. O. Box 3861
Portland 8, Oregon

Mr. Harold Heningson, Secretary
North Board of Control, Owyhee Project
Nyssa, Oregon

Mr. W. C. Williams ✓
Mr. G. S. Paxson
Mr. P. M. Stephenson
Mr. H. G. Smith
Mr. A. F. Parson

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FORM E-30X—50,000—10-54—79484

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 17, 1955

SUBJECT: File 22138
Structures for use of North Board
of Control of Owyhee Project
Olds Ferry-Ontario Section
Old Oregon Trail

To: MEMORANDUM TO FILE:

The problems involved in this memorandum have arisen out of the fact that in connection with the acquisition of right of way under Section 17 of the Federal Highway Act, the North Board of Control of the Owyhee Project has conditioned approval upon the fact that the State of Oregon shall construct a concrete box culvert not less than 9 feet high and 12 feet wide, inside dimensions, under the new location in the Southeast quarter of the Southwest quarter (SE¼ SW¼) of Section 20, Township 17 South, Range 47 East, W.M.,

Engineering objections have been raised to the construction of underpass structures for the reason that, based upon an ultimate four-lane highway, two structures will be involved, each of which has been estimated by the Bridge Department to cost $8,500. An alternate solution was proposed which would involve the use of an overhead structure to be constructed carrying a county road over the highway near Station 1103+75. This would involve the transportation of prohibited width and weight vehicles on county roads and across the structure.

While in LaGrande on Wednesday, May 11th, I discussed the situation with Mr. A. F. Parson, Division Engineer, and his conclusion was that by reason of excavation slopes on the westerly side of the highway location it possibly would be necessary to construct the undercrossing as far south as Station 1095+00 or 1096+00. This, possibly, may involve the necessity of a sump and automatic electric pump to take care of surface drainage. His thought was that the expense involved could be avoided by use of the overcrossing structure and sections of county road by the North Board of Control.

Subsequent to talking to Mr. Parson, I met with Mr. Paul L. House, Manager of the North Board of Control, and Mr. Harold Heningson, Secretary, at Nyssa. Both Mr. House and Mr. Heningson appeared cooperative and willing to accept any practical solution which would insure that the Board could move its heavy equipment across the highway for necessary irrigation maintenance purposes. They stated that they used a D8 tractor, which, I am advised, may have a weight, with equipment attached, of up to 34,000 pounds and will have an over-all width of not less than eight and one-half feet. They stated that their operations involved approximately 300 crossings per year across the highway location, but it was not made clear as to whether or not this included legal trucks or was intended to cover only the tractor movements.

In any event, this does not appear too important as the frequency of tractor movements undoubtedly will be great. These movements arise from the fact that the tractor is used for the maintenance of ditches on the westerly side of the highway and the North Board of Control area extends from near Ontario to South of Nyssa. The tractor has a blade attached and the equipment is operated by running the tractor along the canal banks with the blade extended down into the canal to be cleaned. Most of these operations occur during the non-irrigating season when there is no water in the canals or ditches, although some work is done during the irrigation season.

Upon returning to Salem, I have ascertained that no continuing permits can be issued, either by the State or County, for the continuous operation of the unauthorized equipment, and that each movement necessarily would involve a special permit. This requirement would be very onerous on the North Board of Control and might result in serious loss and damage to the irrigation system by reason of being unable to make emergency repairs in breaks pending the issuance of a special permit.

I also have discussed the matter with Mr. W. C. Williams, explaining the situation as well as I have been able and, in view of all of the circumstances, he expressed the opinion that we should proceed with the construction of the one underpass structure required at this time. The necessity for the construction of the second structure probably will be deferred until many years in the future.

In view of Mr. Williams opinion, it would appear that a conference should be held with the officials of the North Board of Control as to the most practicable location of the structure and that the same be designed in accordance with the findings made.

This memorandum has been read by Mr. Williams and meets with his approval.

J. W. DeSOUZA
Assistant Counsel

JWD:mb

cc: Mr. W. C. Williams ✓
Mr. G. S. Paxson
Mr. P. M. Stephenson
Mr. H. G. Smith
Mr. A. F. Parson

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FORM [illegible] 3-54 73730

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 4, 1955

SUBJECT: Special Trial of SC-100 Admixture in Sprinkling Water for Subgrade Compaction

To:

Mr. Ray Webber
Ass't. Construction Engineer

W. C. [illegible]

Dear Sir:

Herewith a brief report on the experience of using the admixture SC-100 in sprinkling water at the ration of 1:8000, with a silty clay soil common to the north half of the Olds Ferry-Ontario Section of the Old Oregon Trail Highway, in Malheur County.

It appears from this run that there is a benefit in time and water saving with this admixture.

It is recommended that a further and more definitive test run be made.

Very truly yours,

W. C. Hill
Soils Engineer

WCH:of

Encl.

cc to: H. G. Smith
G. W. Harra
G. S. Paxson
W. C. Williams

SC-100 Admixture Trial
Olds Ferry-Ontario
Old Oregon Trail
Malheur County

On Thursday, April 29, 1955, a trial section was started on the Olds Ferry-Ontario Section of the Old Oregon Trail Highway, seeking to determine whether or not there are advantages in using SC-100 admixture in the sprinkling water.

This admixture is a fluid "wetting agent" mixed with the sprinkling water at the ratio of 1:8000 or one quart of fluid to each 2,000 gallons of sprinkling water. It is sold under the trade name of SC-100 by the Compaction Engineering Company, 1 First Street, Los Altos, California, and handled in Oregon by the Cramer Machinery Company of Portland.

General

The section chosen lay between Stations 405 and 409 on an uncompleted 60'+ embankment, as shown by the attached sketch. The west half of the section was set up for sprinkling with clear water, and the east half for the water plus admixture.

The sprinkling water was added as appeared necessary following the usual procedure of the contractor, Earl L. McNutt Company. During the day the entire roadbed was brought up about a foot, and during the night shift the west portion was brought up in an attempt to level the roadbed surface. About halfway through this shift the work was shut down because of rain.

Details of Procedure

The weather, during this test, was overcast skies; daytime temperatures of from 55 to 60 degrees, nighttime temperatures of from 40 to 55 degrees; winds of from 7 to 10 miles per hour. Humidity was sufficient prior to the test to prevent dust, and the subgrade soils were firm though damp with natural moisture content of about 50% dry weight. With the night shift, the weather turned threatening and at 10:05 rain shut the job down.

The soil for the test section was taken from a cut at Stations 377 to 381, and was a silty clay, chunky and blocky in structure. The characteristics are represented by the attached chart.

Prior to the start of this trial run, a proctor density curve and a needle penetration curve were obtained as shown.

The trial run began with the morning shift of Thursday, April 28th, placing soil with 3 DW-20's, first on the west half of the section. The old subgrade soil surface on the east half was sprinkled with the admixture at the rate of ± 1/3 gallons per square yard at 10 A.M. when the soil appeared to be too dry to compact.

Hauling on the east half of the section was begun at 10:45 A.M. By noon this section appeared to be dry and a ± 0.8 gallon per square yard of water plus admixture was applied. This moisture was then covered with soil and a shift in hauling made to the west half at 1:00 P.M.

The west half was built up until 9:00 P.M., during which time, the return runs of the DW-20's compacted the east half with staggered tracks.

Water plus the SC-100 admixture was applied to the east half at the rate of 0.8 gallons per square yard twice at 2:30 and 5:30 P.M. during this compaction period as the moisture soaked into the soil lift.

At 9:00 P.M. of the night shift, hauling moved to the east half, but after six (6) loads were moved back to the west half as the threatening weather called for leveling the cross section. At 10:05 P.M. rain shut the job down.

Tests

A test for relative compaction was made on each section with the Proctor penetration needle (0.25 Sq. inch) after about 10 hours of hauling. Needle resistance readings of ± 58 pounds on the east (admixture) half and ± 32 pounds on the west (water) half indicated that compaction had been obtained with less effort where the SC-100 fluid was used as an admixture with the sprinkling water. This appears to be substantiated in the laboratory report in that "some advantage in speed of mixing the admixture with the soil", and "at the lower moisture content the same density was obtained with from 1 to 2 percent less moisture".

No density tests were run as compaction had not reached a satisfactory stage before the rain shut down operations.

Conclusions

From the partial field test made at this time it would appear that satisfactory compaction above the specified 90% of optimum density range can be obtained with less compactive effort and water used on this type of silty clay soil containing an initial high moisture content.

At the time of the penetration test ± 8% more compactive effort had been made on the admixture section and ± 10% less water applied than on the clear water section. The greater resistance to penetration (± 182%) offered by the soils compacted with SC-100 admixture over that offered by the soils compacted with clear water would seem to indicate an advantage in the use of the admixture with the sprinkling water. This advantage appears to be to the benefit of both the State and the Contractor. Benefit to the Contractor would apply principally where he must use special effort to obtain compaction. It appears that less effort is necessary to obtain satisfactory compaction.

Benefit to the State would apply in all cases -

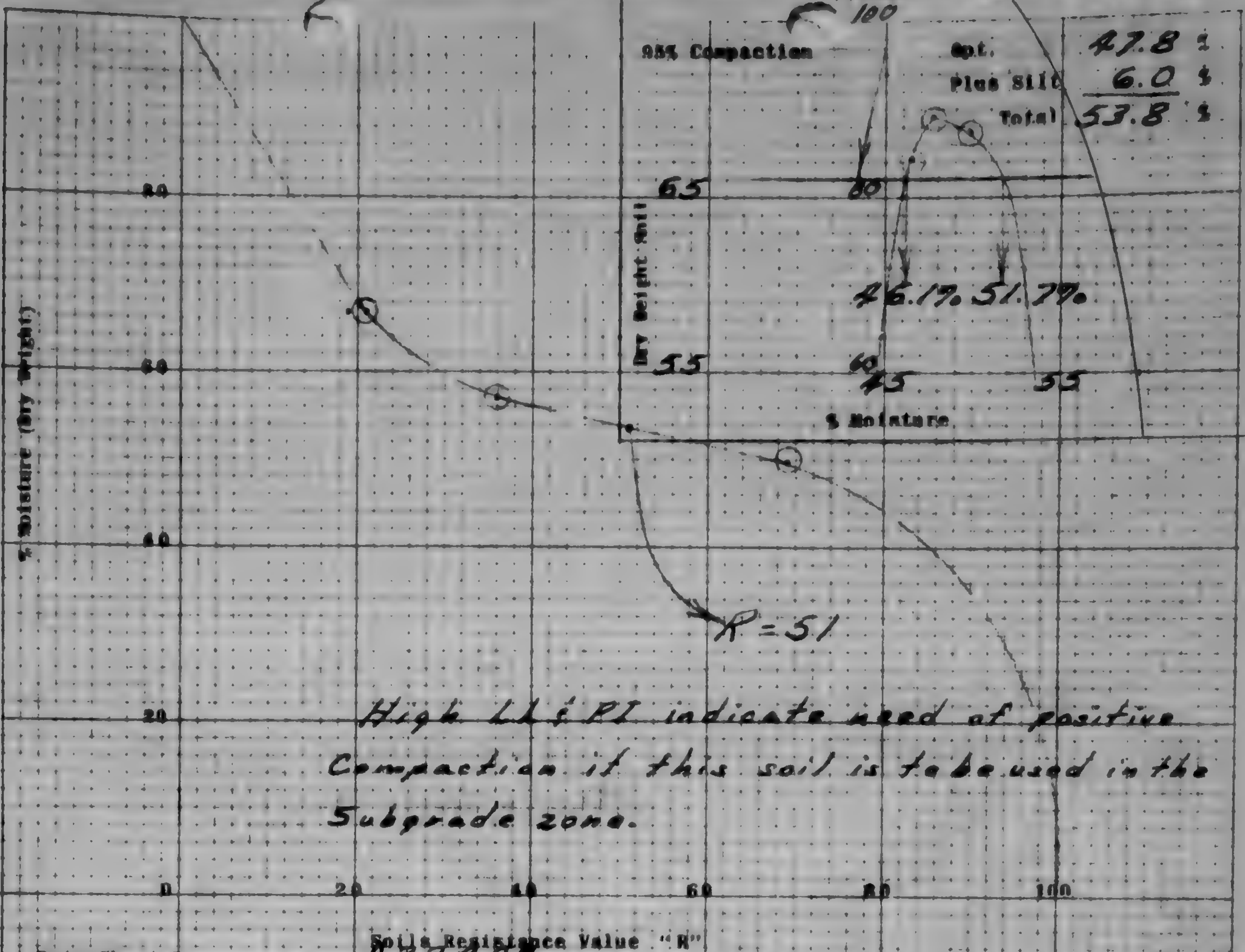
(a) Ultimately less cost where contractor must compact by special means.

(b) Better density in all cases of both subgrade and base course construction.

(c) Smoother riding surfaces of finished roads.

5/4/55

PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1000H
CLEARPRINT PAPER CO. NO. T31 10 DIVISIONS PER INCH WITH 70 X 100 DIVISIONS



High LL & PI indicate need of positive Compaction if this soil is to be used in the Subgrade zone.

Data Sheet No.	A32403
Lab. No.	361735
LL	110
PI	70
Pass 200 Screen	96.8%
HYDROMETER ANALYSIS	
Particles larger than 2.0 mm	0.2%
Coarse Sand	1.0%
Fine Sand	2.5%
Silt	43.9%
Clay	25.9%
Colloids	26.5%
Sg	2.55
Natural Moisture	%

Base & Wear M-H Traffic	11.0	"
Minus Rock Reduction	-	"
		"
Minus Wearing Surface	3.5	"
	7.5	"
Plus 25% Increase	2.0	
Plus Wearing Surface	3.5	"
Total Base & Wear	13.0	"

Note

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area, base depth should be 1/2 frost penetration.

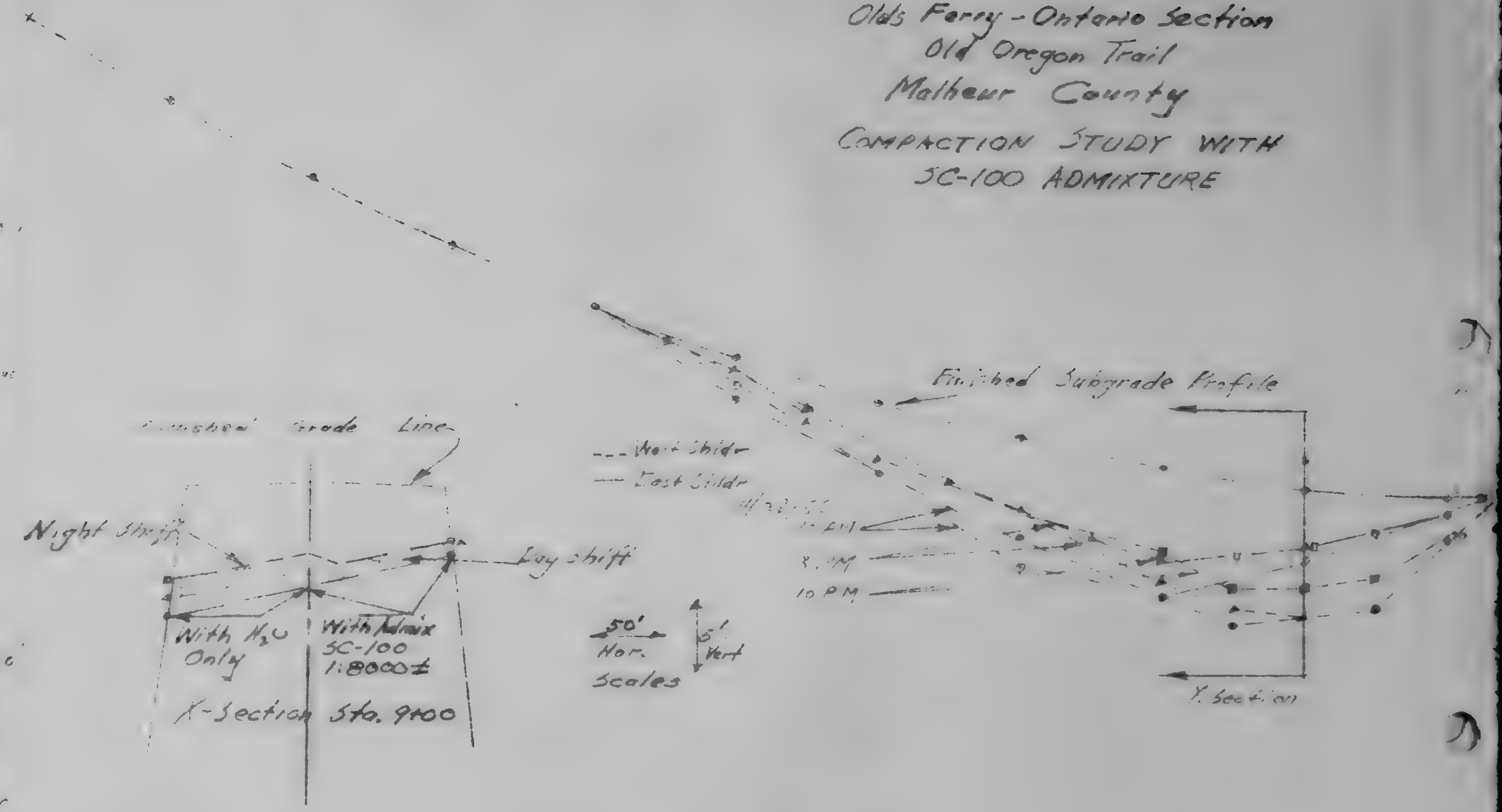
OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION

BASE DESIGN CHART

Section Old's Ferry - Ontario
Hwy. Old Oregon Trail
Station 405. 15' Lt. ℄
Depth -
Hole #
To be used - Subgrade
Prefix No.
County - Malheur
Date 5-20-55
Designed by N

Olds Ferry - Ontario Section
Old Oregon Trail
Malheur County

COMPACTION STUDY WITH
SC-100 ADMIXTURE

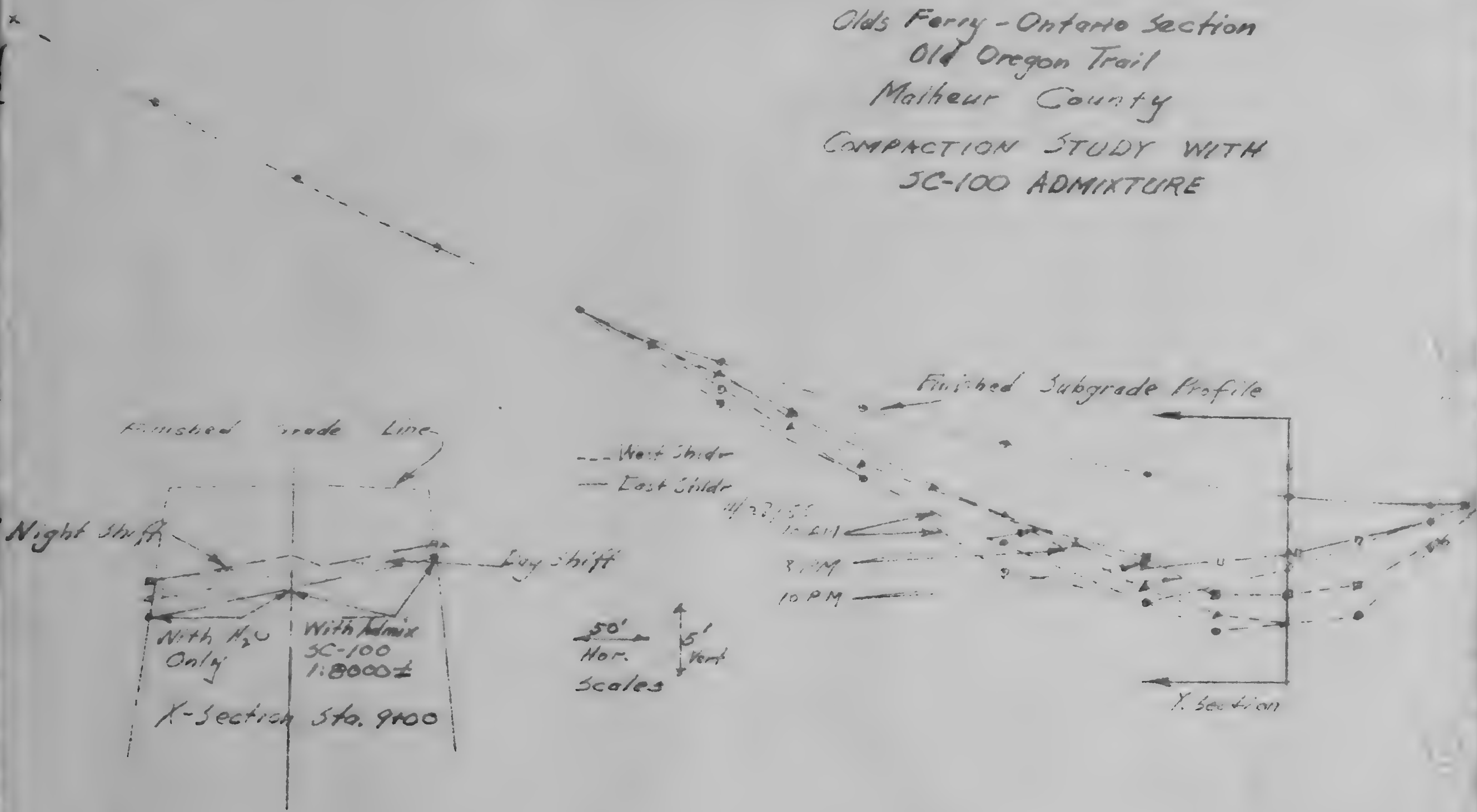


Field Notes 4/28, 55

W.C.Hill

Olds Ferry - Ontario Section
Old Oregon Trail
Malheur County

COMPACTION STUDY WITH
SC-100 ADMIXTURE



Field Notes 4/28/55

W.C.Hill

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FEB 28 1955
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NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 25, 1955

SUBJECT: Floyd L. McBride
L-2315 R-22140
Olds Ferry-Ontario Section
Old Oregon Trail Highway

To: Mr. C. W. Enfield
Chief Counsel
OFFICE

Referring to your letter of February 1, 1955 which has to do with the complaint of Floyd McBride through his attorney Anthony Yturri, I wish to advise that I have had this matter investigated in the field and it appears to me that the whole thing is a sort of a tempest in a teapot.

I am attaching a copy of a letter from Resident Engineer L. C. Johnson which would indicate that when the owner was contacted he had but little, if any, complaint and that the whole thing was under control. It may be well to suggest to Mr. McBride or to his attorney that should minor items occur in connection with construction of the road that the matter be taken up directly with Resident Engineer Johnson, whose office is in Ontario, rather than making a federal case out of items that could best be handled at the local level.

Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:jv
Encl.
cc: W. C. Williams

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Ontario, Oregon
February 15, 1955

SUBJECT

To: Mr. A.F. Parson
Division Engineer
State Highway Department
LaGrande, Oregon

Dear Sir;

Yesterday morning, February 14, I contacted Mr. McBride in connection with complaints set forth in Mr. Yturri's letter of January 25, 1955. The McBride I contacted is not the owner of the property, but is a brother and is running the place.

When asked about any inconvenience caused by the construction work he stated that there was none, The cattle lost, was lost from a pasture far removed from the constuction job and could not be any responsibilit of the contractor, he further states that most of the gates along the ro used by the contractor are left down during the time that stock does occupy the area for his own convenience, and that he will give notice before stock is turned back in, which will be around the first of April By that time the fencing should be completed through this locality.

As for blading the snow from the road to the top of the mountain, the contaractor has said that he would blade the snow back on the road so sleds may be used or blade the snow off of the remaining road from the stack yard to feed lot in order that wheeled equipment may be used, whichever is most satisfactorywith Mr. McBride.

Mr. McBride says that no attempt has been made to use hay from this particular stack, since the snow became so deep that wheeled equipment could not be used, so no inconvenience has been caused.

I cannot answer the question of equipment passes.

Very truly yours

L.C.Johnson
Resident Engineer
L. C. Johnson

IVED

Form PR 2 (Revised 1950)

State Oregon

Federal Aid Project No. FI-67(2)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 14th day of February, 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 6th day of July, 1954, a program, which was approved on the 15th day of July, 1954, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were approved ~~recommended for approval~~ by the District Engineer of the Bureau of Public Roads on the 23rd day of July, 1954; and

Whereas the District ~~Division~~ Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of four hundred thirty-three thousand and 00/100 dollars ($433,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

Ref

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 210+00 in the SW 1/4, Section 14, T. 15 S., R. 45 E., W.M., and survey station 549+20 in the SE 1/4, Section 18, T. 16 S., R. 46 E., W.M., without exception, , length 6.424 miles, in Malheur County, being Oregon Federal Aid project No. FI-67(2), consisting of 6.424 miles of roadway and no bridges, ~~[illegible]~~ of more than 20 feet clear span, o~~[illegible]~~.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of four hundred thirty-three thousand and 00/100 dollars ($433,000.00), which does not exceed the authorized Federal pro rata share of six hundred ninety-nine thousand, five hundred forty-nine and 40/100 dollars ($699,549.40), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available) Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest H B Glaisyer
SECRETARY

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By Wm Mc Inerny
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Division Engineer,
Bureau of Public Roads.

FEB 15

RECEIVED
FEB 14 1
DIVISION

Oregon State Highway Department

Federal Aid Project
No FI-67 (2)

OLDS FERRY-ONTARIO SECTION
OF THE OLD OREGON TRAIL HIGHWAY IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 23, 1954

Type Code 0010
Roadway (Sta. 210+00 to Sta. 549+20)

All Required		Clearing and Grubbing (35%)		$ 3,500.00
4,400	cu. yds.	Drainage Excavation, Unclassified	$ 2.50	11,000.00
614,000	cu. yds.	General Excavation, Location "A", Unclassified	0.20	122,800.00
1,270,000	cu. yds.	General Excavation, Location "B", Unclassified	0.40	508,000.00
6,000,000	yd. sta.	Short Overhaul	0.01	60,000.00
83,000	C-yd. sta.	Long Overhaul	0.35	29,050.00
1,900	M-gal.	Sprinkling	3.50	6,650.00
6.42	miles	Finishing Roadbed and Slopes	750.00	4,815.00
25,000	lin. ft.	Rounding Cutbanks	0.15	3,750.00
1,900	lin. ft.	18-inch Corrugated Metal Pipe	4.50	8,550.00
220	lin. ft.	18-inch Corrugated Metal Pipe, 14 Gage	5.00	1,100.00
320	lin. ft.	18-inch Corrugated Metal Pipe, 12 Gage	5.50	1,760.00
1,100	lin. ft.	24-inch Corrugated Metal Pipe	7.00	7,700.00
1,250	lin. ft.	24-inch Corrugated Metal Pipe, 12 Ga.	7.50	9,375.00
350	lin. ft.	42-inch Corrugated Metal Pipe, 8 ~~12~~ Gage, Protected Invert	18.50	6,475.00
320	lin. ft.	48-inch Corrugated Metal Pipe, 8 Gage, Protected Invert	25.00	8,000.00
190	lin. ft.	72-inch Structural Plate Pipe, 3 Gage	60.00	11,400.00
250	lin. ft.	72-inch Structural Plate Pipe, 8 Gage	55.00	13,750.00
150	lin. ft.	96-inch Structural Plate Pipe, 10 Gage	65.00	9,750.00
570	cu. yds.	Class "A" Concrete in Box Culverts	55.00	31,350.00
100,000	lbs.	Metal Reinforcement in Box Culverts	0.13	13,000.00
4,000	rods	Type 1 Fence	2.75	11,000.00
			Subtotal	$882,775.00
			10% Engr. & Cont.	88,277.50
			Total	$971,052.50

Length of Roadway	6.424 miles
Cost of Roadway per Mile	$151,160.10

Federal Funds	$583,000.00
State Funds	388,052.50
	$971,052.50

Form PR 2 (Revised 1950)

No. 1541

State Oregon

Federal Aid Bond Issue Project No. BFI-67(3)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 14th day of February, 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 6th day of July, 1954, a program, which was approved on the 19th day of July, 1954, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were approved by the District Engineer of the Bureau of Public Roads on the 23rd day of July, 1954; and

Whereas the District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of four hundred nineteen thousand and 00/100 dollars ($419,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State **Proceeds of bonds as follows:**
(Include date and citation of act of legislature by which authorized)

Authorized by Chapter	Oregon Laws	Amount	Date of Issue	Beginning Date of Maturities
491	1951	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
491	1951	15,000,000	Mar. 1, 1952	Mar. 1, 1953
491	1951	10,000,000	Mar. 1, 1953	Mar. 1, 1954
20	1953	32,000,000	Sept. 1, 1953	Sept. 1, 1954

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 549+20 in the SE 1/4, Section 18, T. 16 S., R. 46 E., W.M., and survey station 1185+00 in the NE 1/4, Section 33, T. 17 S., R. 47 E., W.M., except stations 1055+75 - 1056+75 and 1155+20 - 1158+70,

, length 11.957 miles, in Malheur County, being Oregon Federal Aid / Bond Issue project No. FI-67(3), consisting of 11.944 miles of roadway and one bridges of more than 20 feet clear span, 0.013 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of **four hundred nineteen thousand 00/100** dollars ($**419,000.00**), which does not exceed the authorized Federal pro rata share of **six hundred seventy-seven thousand, three hundred thirty-three and 80/100** dollars ($**677,333.80**), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal Funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest H B Glaisyer
SECRETARY

RECOMMENDED FOR APPROVAL:
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Division Engineer,
Bureau of Public Roads.

FEB 14 1955

Oregon State Highway Department

Federal Aid Project
No. BFI-67 (3)

OLD FERRY-ONTARIO SECTION
OF THE OLD OREGON TRAIL HIGHWAY IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement)

Salem, Oregon, July 23, 1954

Type Code 0010
Roadway (Sta. 549+20 to Sta. 1185+00)

All Required		Clearing and Grubbing (65%)	$	$ 6,500.00
7,900	cu. yd.	Drainage Excavation, Unclassified	2.50	19,750.00
83,000	cu. yd.	Special Borrow Excavation, Unclassified	0.22	18,260.00
1,496,000	cu. yd.	General Excavation Location "A", Unclassified	0.20	299,200.00
6,400,000	yd. sta.	Short Overhaul	0.01	64,000.00
167,000	C-yd. sta.	Long Overhaul	0.35	58,450.00
111,000	yd. mi.	Truck Haul	0.12	13,320.00
1,500	M-gal.	Sprinkling	3.50	5,250.00
11.95	miles	Finishing Roadbed and Slopes	750.00	8,962.50
38,000	lin. ft.	Rounding Cutbanks	0.15	5,700.00
2,100	lin. ft.	18-inch Corrugated Metal Pipe	4.50	9,450.00
500	lin. ft.	24-inch Corrugated Metal Pipe	7.00	3,500.00
230	lin. ft.	48-inch Corrugated Metal Pipe, 8 Gage, Protected Invert	25.00	5,750.00
200	lin. ft.	60-inch Corrugated Metal Pipe, 8 Gage, Protected Invert	35.00	7,000.00
2,050	lin. ft.	18-inch Concrete Pipe	3.75	7,687.50
240	lin. ft.	24-inch Concrete Pipe	5.00	1,200.00
700	lin. ft.	18-inch Corrugated Metal Siphon Pipe	5.00	3,500.00
6	only	Concrete Inlet Basins	250.00	1,500.00
6	only	Concrete Outlet Basins	150.00	900.00
180	lin. ft.	30-inch Half-Circle Corrugated Metal Pipe	8.00	1,440.00
250	lin. ft.	84-inch Structural Plate Pipe, 8 Gage	60.00	15,000.00
120	lin. ft.	120-inch Structural Plate Pipe, 5 Gage	75.00	9,000.00
110	lin. ft.	120-inch Structural Plate Pipe, 8 Gage	70.00	7,700.00
300	lin. ft.	6-inch Perforated Metal Drain Pipe	2.50	750.00
10	cu. yd.	Special Backfill in Drains	5.00	50.00
580	cu. yd.	Class "A" Concrete in Box Culverts	55.00	31,900.00
110,000	lbs.	Metal Reinforcement in Box Culverts	0.13	14,300.00
170	lin. ft.	Metal Guard Rail	3.50	595.00
6,000	Rods	Type 1 Fence	2.75	16,500.00
3,000	Rods	Type 2 Fence	3.00	9,000.00
2	only	10' x 50" Metal Gates	40.00	80.00
			Subtotal	$646,195.00
			10% Engr. & Cont.	64,619.50
			Total	$710,814.50

Type Code X021
Owyhee Canal Bridge (Sta. 966+60 to Sta. 967+30)

100	cu. yd.	Structural Excavation	$ 10.00	$ 1,000.00
10	cu. yd.	Excavation Below Elevation Shown	20.00	200.00
160	cu. yd.	Class "A" Concrete in Bridge	65.00	10,400.00
34,000	lbs.	Metal Reinforcement in Bridge	0.12	4,080.00
		Subtotal		$ 15,680.00
		10% Engr. & Cont.		1,568.00
		Total		$ 17,248.00

Length of Roadway	11.944 miles
Length of 1 Structure	0.013 mile
Length of 3 Structures	0.085 mile (Exceptions)
Total Length	12.042 miles

Cost of Roadway per mile $59,512.27

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$710,814.50	$426,647.00	$284,167.50
Structure	17,248.00	10,353.00	6,895.00
	$728,062.50	$437,000.00	$291,062.50

RECEIVED
JAN 26 1955
FOR FILING

January 25, 1955

Mr. Chas. H. Reynolds
State Highway Commissioner
Post Office Box 898
La Grande, Oregon

Dear Mr. Reynolds:

In response to your telephone call of January 20, I set down herein information pertaining to allocation of funds to the Olds Ferry-Ontario Section of US 30.

In the first instance, in June, 1951 there was tentatively allocated $800,000 of bond funds to start this improvement. When it became necessary to reduce the $75,000,000 tentatively allocated to the bond program to $72,000,000, in May, 1953, the $800,000 sum on the Olds Ferry-Ontario Section was removed from the bond funds and an equivalent $800,000 was allocated from federal-aid funds.

In September of 1953, it was decided to include the whole of the project in the current five-year program, and a total of $3,200,000 of future federal-aid and state funds was allocated to the project. In June of 1954, the estimate was changed to $3,195,000, which consisted of $665,000 of bond funds transferred from The Dalles to the Kamela-Glover project and then to this project, with the remaining $2,530,000 being federal-aid funds.

This $3,195,000 was allocated in the amount of $1,570,000 for grading and $1,625,000 for surfacing, paving and structures. The grading contract was let in August, 1954, and, due to the low bid received, the project authorization was in the amount of $1,430,000, or $140,000 below the estimated amount.

We still have to do the surfacing, paving, and structures, which are still estimated to cost $1,625,000, which, added to the $1,430,000 grading authorization, results in the present estimated cost of $3,055,000, which is $140,000 under the original estimate. The $1,625,000 to complete this project was approved by the Commission at its meeting on January 18 and 19, 1955, and you will note that $1,290,000 of federal funds interstate and $335,000 of federal funds primary are included in the approved program.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
mr. Project

WCW:me fp

RECEIVED
DEC 14 1954
FOR FILING

[illegible]

December 13, 1954

County Court of Malheur County
Court House
Vale, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Malheur County a fully executed copy of a throughway agreement between the State Highway Commission and Malheur County covering the Olds Ferry-Ontario Section of the Old Oregon Trail.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
nc. 1

RECEIVED
DEC 14 1954
FOR FILING

5317

file

Salem, Oregon
December 13, 1954

MISC. CONTRACTS and
AGREEMENTS No. 1610

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto is a conformed copy of a throughway agreement with Malheur County covering the Olds Ferry-Ontario Section of the Old Oregon Trail.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court, Malheur County.

Very truly yours

Secretary

rn
Attach: 1

FORM E-20 2M 9-51 52318

AGENDA
DEC 7 1954
A

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 1, 1954

SUBJECT: Assignment No. 5317

To: Mr. W. C. Williams
OFFICE

L

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies of a throughway agreement covering the Olds Ferry-Ontario Section of the Old Oregon Trail Highway No. 6 in Malheur County.

Two copies of this agreement have been signed and attested by the proper county officials, and after receiving your signature of approval may be presented to the Highway Commission.

This completes Assignment No. 5317.

John W. Cattrall
Engineer, County and City Relations

By

Robert H. Prange
Robert H. Prange
Office Engineer

RHP:mm
Att.

[illegible]

2 copies to be signed

AUTHORIZED BY HIGHWAY COMMISSION
DATE Contract 4278 awarded to Earl McNutt Sept 22, 1954
Glaisyer
[illegible]

A

ASSIGNMENT

Date: **September 15, 1954** No. 5-17 By lrw

Description: **Letter of September 7 by O. E. McAdams enclosing ten copies of proposed throughway agreement with Malheur County covering the Olds [illegible] Ferry-Ontario Section of the Old Oregon Trail Highway.**

Acknowledged by____ Referred to **Cattrall** ✓

- __ Investigate and report with recommendation
- __ Such action as necessary and report
- __ Comment or recommendation
- __ Return with rough draft of reply
- __ Prepare reply for signature of Mr.________
- __ Contact correspondent and report

Remarks: **For execution by County, if ok.**

PLEASE RETURN TO
W. C. WILLIAMS

Executed 12-1-54 Report Received________

IGHWAY DEPARTMENT

ENT CORRESPONDENCE

er 7, 1954

, Oregon

UBJECT: Throughway Agreement
Malheur County

er

PLEASE RETURN TO
W. C. WILLIAMS

ten copies of the proposed
o by the State and Malheur
, relocation and handling of
by the construction of the
of the Old Oregon Trail High-

ared pursuant to Mr. Baldock's
ce.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By O. E. McAdams, Jr.

O. E. McADAMS, JR.
Assistant Attorney

OEM:jfw
Encls.

RECEIVED
SEP 1[illegible] 1954
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 25M 9-51 82318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

September 7, 1954
Salem, Oregon

SUBJECT: Throughway Agreement
Malheur County

To:

Mr. W. C. Williams
Deputy State Highway Engineer
Office

PLEASE RETURN TO
W. C. WILLIAMS

Dear Mr. Williams:

Herewith you will find ten copies of the proposed agreement to be entered into by the State and Malheur County covering the closing, relocation and handling of county roads made necessary by the construction of the Olds Ferry-Ontario Section of the Old Oregon Trail Highway as a throughway.

Said agreement is prepared pursuant to Mr. Baldock's verbal request to this office.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By O. E. McAdams Jr.
O. E. McADAMS, JR.
Assistant Attorney

OEM:jfw
Encls.

RECEIVED
SEP 14 1954
OFFICE
STATE HIGHWAY ENGINEER

files

FORM E-123 80M REVISED 2-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
NOV 30 1954
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ovember 26, 1954

Salt Lake Pipe Line Company
P. O. Box 117
Salt Lake, Utah

File No. 22272
Olds Ferry-Ontario Section
Old Oregon Trail Highway

Attention: Dean Frazar
Right of Way Representative

Gentlemen:

Attached is your fully executed duplicate copy of the agreement entered into between the State Highway Commission and the Salt Lake Pipe Line Company for the crossing of their pipe line on the Olds Ferry-Ontario Section of the relocated Old Oregon Trail Highway in Malheur County, Oregon. The original of this agreement is retained and filed in the Highway Commission's miscellaneous contract and agreement file, with a conformed copy in the fee owner's file under Guy E. Turner, L-2319.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By
Earl F. Saling
Right of Way Office Manager

EFS:ls
Encl. Executed dupl. copy
of consent

cc: H. B. Glaisyer
cc: A. F. Parson
(with copy of consent)
cc: R. L. Porter

NOTED
H. B. GLAISYER

NOTED
FLOYD QUERY

RECEIVED
OCT 15 1954
FOR FILING

FI-67(2)
BFI 67(3)
[illegible]

October 14, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 4, 1954 on Contract No. 4278, Olds Ferry-Ontario Section, in Malheur County, in connection with Federal Aid Project No. FI-67 (2); BFI-67 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:ia

RECEIVED
OCT 13 1954
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 12, 1954

SUBJECT:

W. C. WILLIAMS

To:
Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

Dear Sir:

The subcontract between Earl L. McNutt and McWaters & Bartlett, covering Items 37, 38 and 39, on the Olds Ferry-Ontario, Contract No. 4278, Oregon FI-67 (2) and BFI-67 (3), is approved and you may so inform the interested parties.

Two copies of the subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

Encls.

cc to: W. C. Williams
C. G. Polk (2)

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OCT 13 1954
FOR FILING

FORM E-30X—30M—8-54—78196

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 12, 1954

SUBJECT:

To:
Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

The subcontract between Earl L. McNutt and Hannan Brothers, covering Items 23, 24, 34, 35 and 40 to 43, inclusive, on the Olds Ferry-Ontario Contract No. 4278, Oregon FI-67 (2), and BFI-67 (3), is approved and you may so inform the interested parties.

Two copies of the subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

Encls.

cc to: W. C. Williams
C. G. Polk (2)

RECEIVED
FOR FILING

FORM E-30X—50M—6-54—75196

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 12, 1954

SUBJECT:

To:
Mr. A. F. Parson
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

Referring to the matter of constructing the necessary facilities just southerly from the Owyhee Canal to make the Olds Ferry-Ontario Section a throughway, I wish to advise that the plan to construct a timber span westerly from Station 965+50 and a 12'x13' R.C.B.C. at Station 968+-25 with the necessary connecting roads is approved.

If suitable arrangements could be made, it would probably be advantageous to construct the box culvert and do the grading work under the McNutt contract. This is based upon the contractor doing this work at established unit prices. The necessary surfacing work could be included in the general contract for surfacing the main roadway. The 16'x50' timber span across the Owyhee Canal could probably best be built by State forces at some time in the future when a bridge crew was in that area, as I am sure that an adequate structure could be provided in this manner at a considerable saving in cost over the contract method of procedure.

Will you please take the necessary steps to incorporate this work in the present contract, if possible.

Very truly yours,

H. G. Smith
Construction Engineer

By Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:js
cc: W. C. Williams ✓
G. S. Paxson
Encl. 2 prints of sketch map.

FORM 230—50M—4-54—74386

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 10, 1954

SUBJECT: NOTED State Highway Engineer

NOTED
W. C. WILLIAMS

To: Mr. W. C. Williams
Deputy State Highway Engineer
O F F I C E

In response to your instruction, a field study has been made of eliminating the locked gate ditch rider's crossing on the southerly side of the Owyhee Canal on the Olds Ferry-Ontario Section at Station 968.

Two or three plans have been investigated, the most feasible of which is constructing a 12x13 R.C.B.C. at Station 968+25, which is about 125 feet southerly from the canal. In addition, it would be necessary to build a timber span across the canal at about the westerly right of way line. This plan would cost $32,000 and appears to be feasible.

When additional lanes are built at some time in the future, it would be necessary to extend the structure at a probable cost of $18,000.

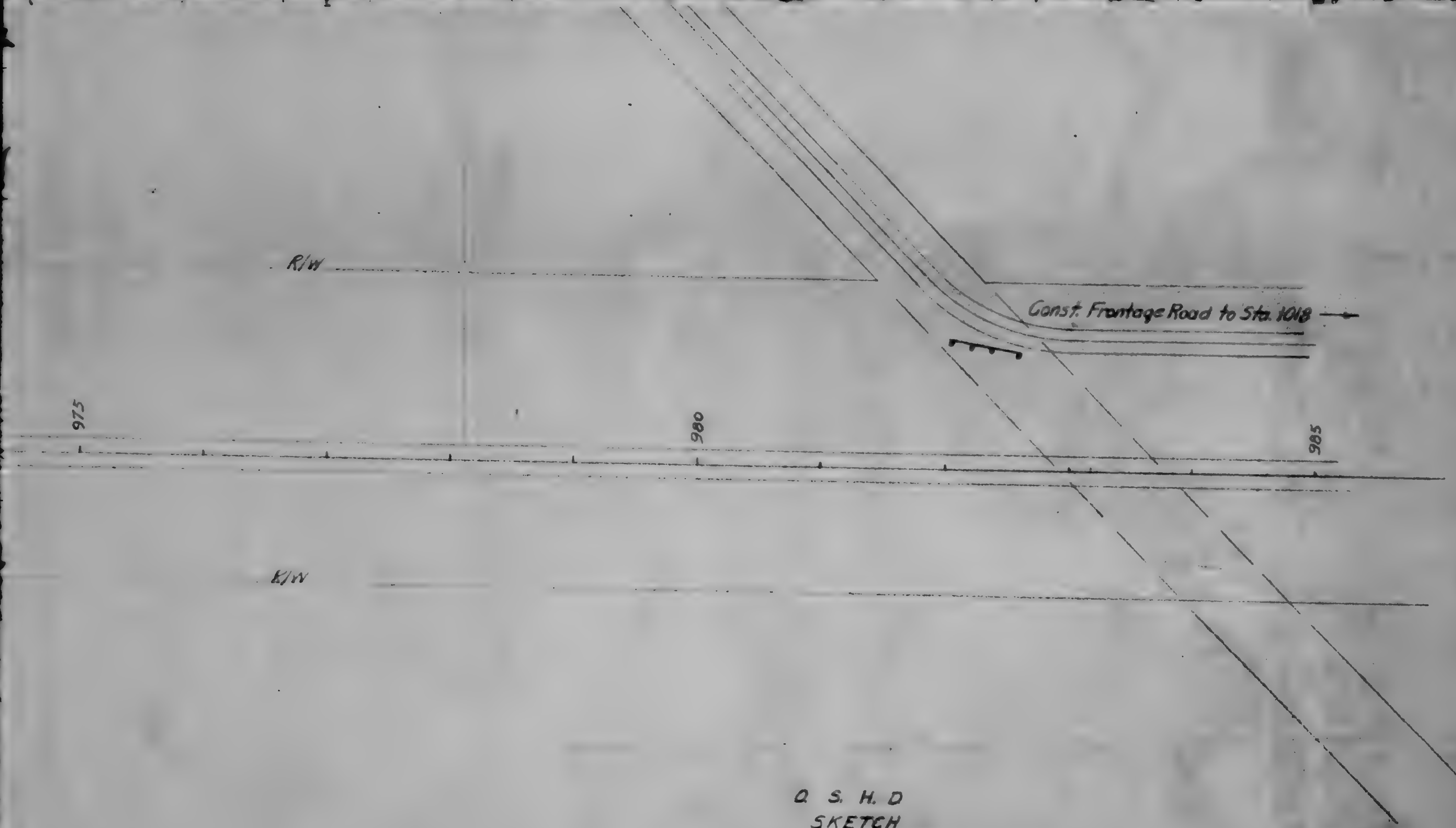
I am attaching a sketch which shows in rough detail the suggested plan.

Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:js

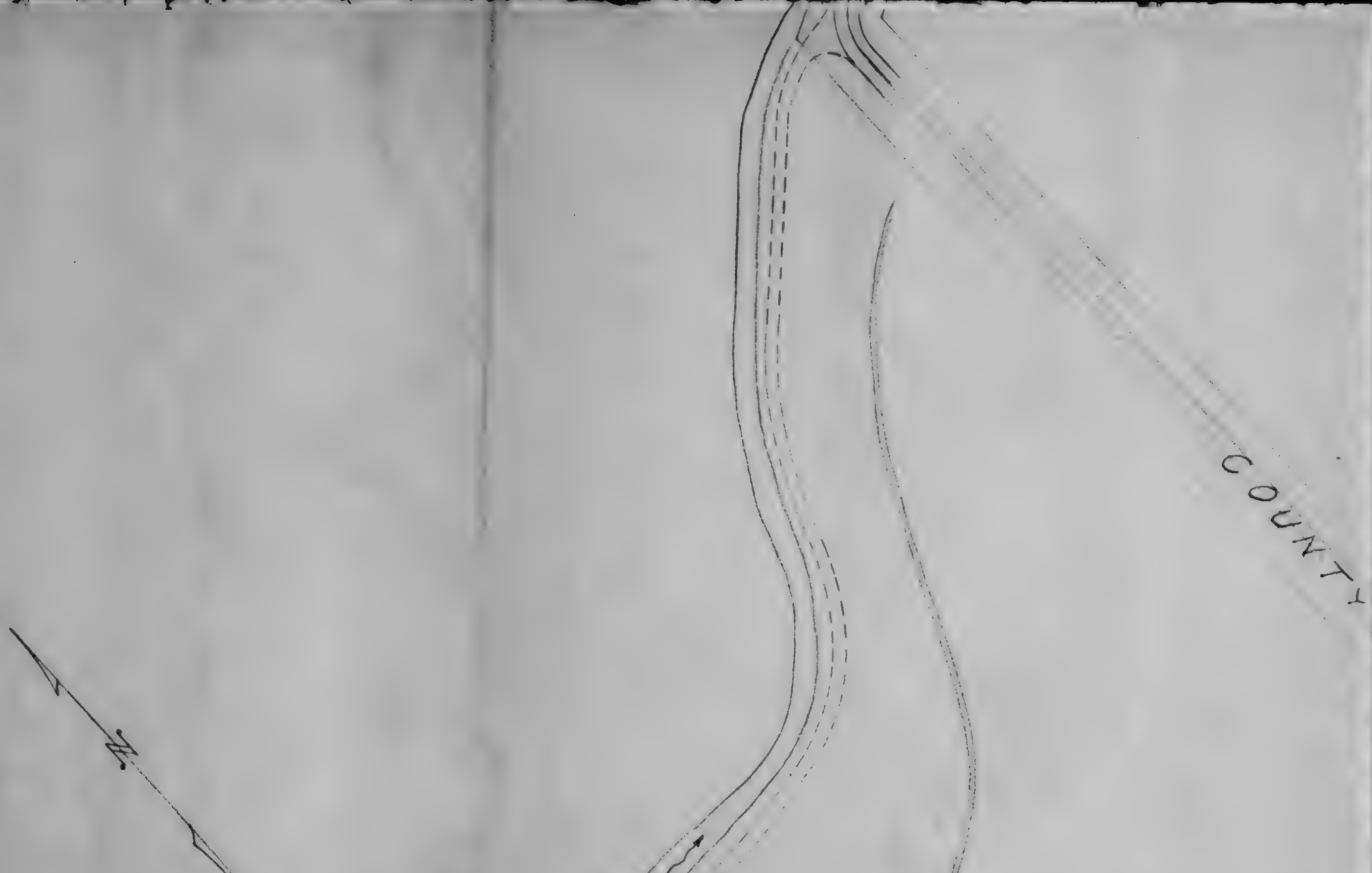
Incl.

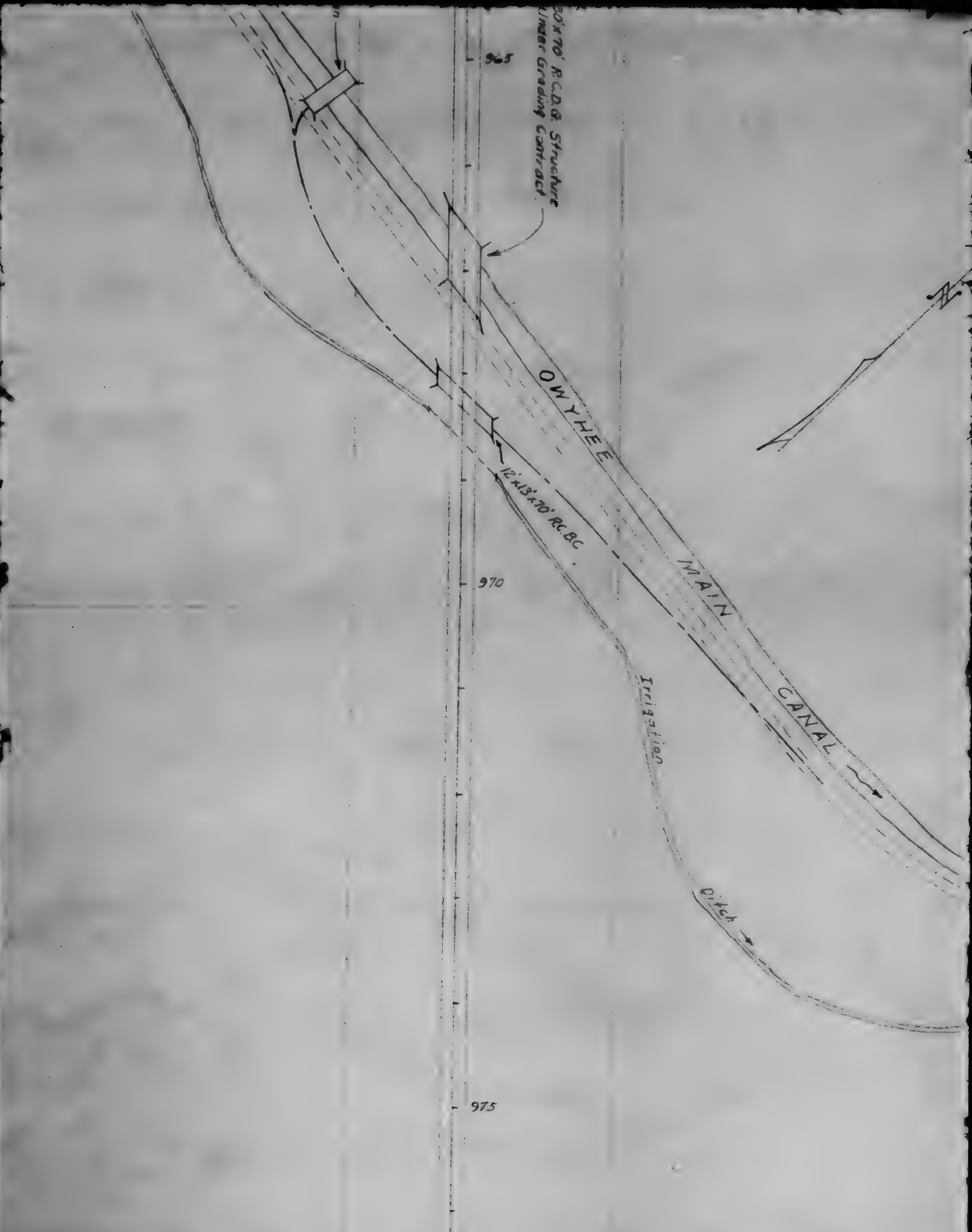
RECEIVED
SEP 10 1954
[illegible]
STATE HIGHWAY ENGINEER

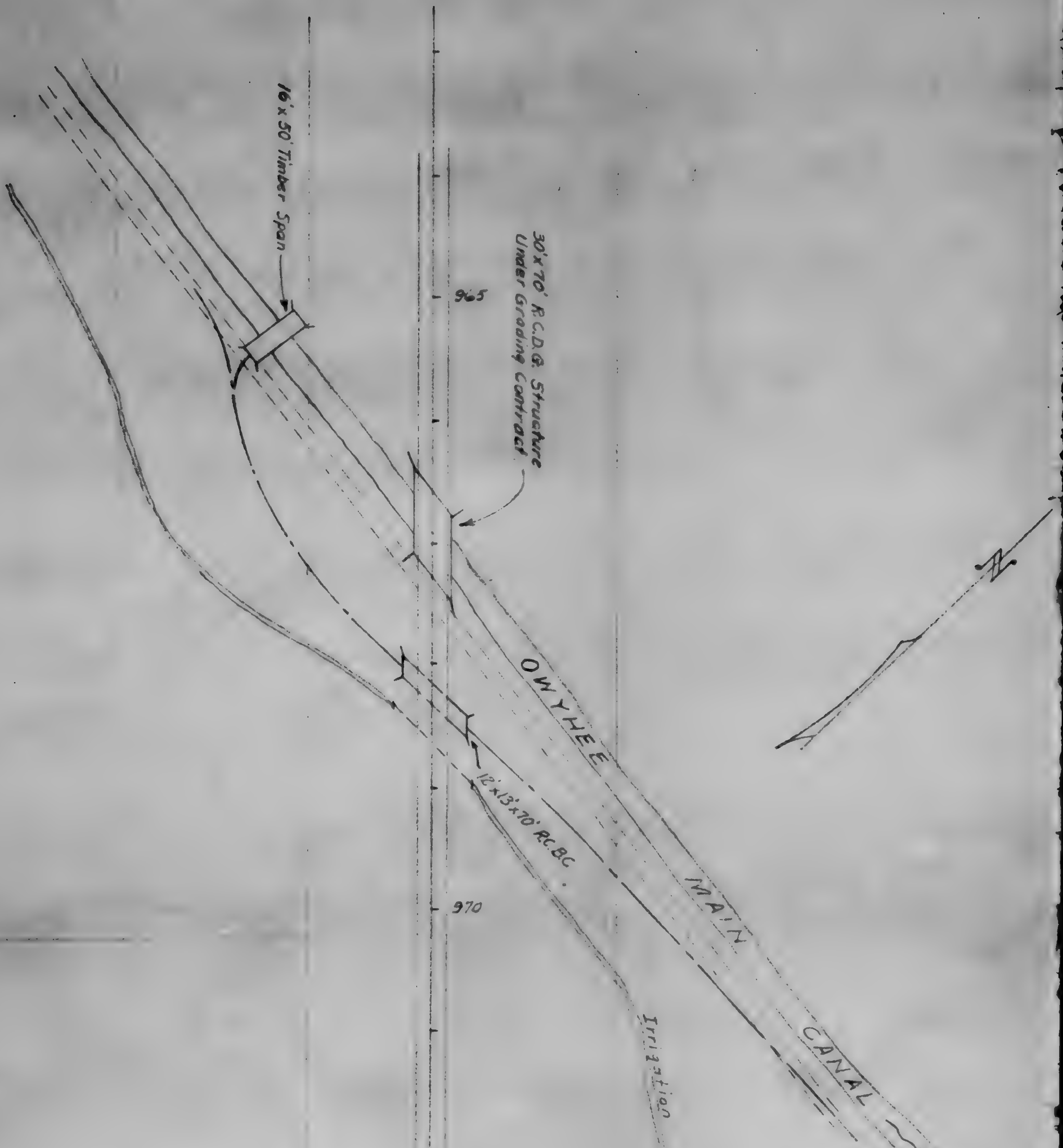


O. S. H. D.
SKETCH
OLDS FERRY-ONTARIO SECTION
Malheur County
Scale: 1"=100'

COUNTY ROAD


N
MAIN CANAL
Irrigation Ditch
COUNTY

80'x70' R.C.D.G. Structure
Under Grading Contract.
965
OWYHEE MAIN CANAL
12'x13'x70' R.C.B.C.
970
Irrigation Ditch
975
R/W
R/W


16'x50' Timber Span
30'x70' R.C.D.G. Structure
Under Grading Contract
965
970
OWYHEE MAIN CANAL
12'x13'x70' R.C.B.C.
Irrigation Ditch

N
HEE
MAIN
CANAL
Irrigation
Ditch

RECEIVED
OCT 6 - 1954
FOR FILING

13-67(2)
13-67(3)
4278

October 5, 1954

Mr. Earl L. McNutt
351½ East Broadway
Eugene, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4278, which was awarded to you September 22 by the State Highway Commission, for grading on Olds Ferry-Ontario Section of the Old Oregon Trail in Malheur County.

A copy of this contract is also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
SEP 24 1954
FOR FILING

FI-67(2)
[illegible]
[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

September 22, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today, advising that all rights of entry have been acquired for Oregon Project FI-67(2), North Unit, Olds Ferry-Ontario Section of the Old Oregon Trail Highway, we hereby concur as of this date in award of contract No. 4278 to Earl L. McNutt of Eugene, Oregon, low bidder inthe total amount of $1,251,712.00 for this project and Project BFI-67(3) at the August 9, 1954 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
SEP 23 1954
OREGON
STATE HIGHWAY COMMISSION

File

RECEIVED
SEP 24 1954
FOR FILING
OREGON DISTRICT

BFI-67(3)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

September 22, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today, advising that all rights of entry have been acquired for Oregon Project BFI-67(3), South Unit, Olds Ferry-Ontario Section of the Old Oregon Trail Highway, we hereby concur as of this date in award of contract No. 4278 to Earl L. McNutt of Eugene, Oregon, low bidder in the total amount of $1,251,712.00 for this project and Project FI-67(2) at the August 9, 1954 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
SEP 23 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 29 1954
FOR FILING

FI-67
BFI-67(3)
[illegible]

September 22, 1954

NOTED
W. C. WILLIAMS

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading, bridge construction and fence construction on the Olds Ferry-Ontario Section of the Old Oregon Trail in Malheur County, Projects FI-67 (2) and BFI-67 (3), to E. L. McNutt of Eugene, Oregon, on the basis of the bid of $1,251,712.00 submitted on August 9, 1954.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:dw

RECEIVED
SEP 23 1954
FOR FILING

September [illegible], 1954

Mr. Carl [illegible]. [illegible]utt
351 1/2 West [illegible]
[illegible]ene, Oregon

Dear Mr. [illegible]utt:

The State Highway Commission on August 9 accepted your proposal for grading, constructing a bridge and fencing on the Olds Ferry-Ontario Section of the Old Oregon Trail in Malheur County for the sum of $1,[illegible].00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. [illegible].

Contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

[illegible] COMMISSION

Secretary

[illegible]

cc - Mr. [illegible] [illegible]age
Mr. [illegible] [illegible]ith
Mr. [illegible] [illegible]robert
Mrs. [illegible]

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
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WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
September 22, 1954
11:00 a.m.

Mr. Earl L. McNutt
351½ E. Broadway
Eugene, Oregon

Contract for grading, construction of a concrete bridge and fencing on the Olds Ferry-Ontario Section of the Old Oregon Trail, Malheur County for which you submitted low bid on August 9, 1954 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

Accounting (5003-900)
Files
C. W. Head

Leonard Lindas
W. F. Collins

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 15, 1954 8-6-54

SUBJECT: File 22152 - Carte
" 22153 - Fenicottero
" 22142 - Ennis
" 22170 - Idaho Power Co.
Olds Ferry-Ontario Section
Old Oregon Trail
Malheur County

To:

Mr. C. W. Enfield
Chief Counsel
OFFICE

Recently we requested permission to condemn the above acquisition should such be necessary.

This is to advise that this has been settled by negotiation and it will not be necessary to condemn.

E F Chidsey

E. F. CHIDSEY
Ass't. Right of Way Engineer

EFC:pg

cc: H. B. Glaisyer
Roy Alvick
Fred Morgan
Owen McAdams
G. E. Rohde
Leonard Lindas
W. F. Collins

RECEIVED
SEP 15 1954
FOR FILING

September 14, 1954

Earl L. McNutt
351½ E. Broadway
Eugene, Oregon

Dear Sir:

In connection with three of the property acquisitions for the Olds Ferry-Ontario Project for which you are low bidder, the right of entry does not become effective until November 16, 1954, account of time having been reserved by the grantors for the harvesting of crops. The properties affected lie within the following limits:

Station 1015 to Station 1022
Station 1053 to Station 1075
Station 1153 to Station 1167

If you are willing to accept the award of contract for the grading of the Olds Ferry-Ontario Section with the understanding and agreement that you will avoid entry onto the above mentioned properties until November 16, 1954, please so indicate by signing in the space provided at the bottom of this sheet and returning a signed copy to us at once.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

AGREEMENT

I hereby agree that if I am awarded the contract for the grading of the Olds Ferry-Ontario Section of the Old Oregon Trail in Malheur County, I will avoid entry onto the three properties mentioned in the above letter until November 16, 1954.

Earl L. McNutt

RECEIVED

FOR FILING

FORM 2-80 27,000 4-52 [illegible]

FI-67(2)
BFI-67(3)
4278

C
O
P
Y

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 10, 1954

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
OFFICE

In response to your instruction, a field study has been made of eliminating the locked gate ditch rider's crossing on the southerly side of the Owyhee Canal on the Olds Ferry-Ontario Section at Station 968.

Two or three plans have been investigated, the most feasible of which is constructing a 12x13 R.C.B.C. at Station 968+25, which is about 125 feet southerly from the canal. In addition, it would be necessary to build a timber span across the canal at about the westerly right of way line. This plan would cost $32,000 and appears to be feasible.

When additional lanes are built at some time in the future, it would be necessary to extend the structure at a probable cost of $18,000.

I am attaching a sketch which shows in rough detail the suggested plan.

(sgd) Forrest Cooper

Forrest Cooper
Ass't. Construction Engineer

FC:js

Encl.

[illegible]

RECEIVED
SEP 2 - 1954
FOR FILING

Salem, Oregon
September 1, 1954

Mr. Forrest Cooper

As per telephone conversation, Mr. Baldock requests that study be made to effect elimination of the locked gates setup for ditch riders on the Olds Ferry-Ontario Section as well as the use of gates by the Owyhee Ditch Company for transporting its mounted dragline.

If you have this worked out before my return, present it direct to Mr. Baldock for approval.

W. C. Williams

WCW:me

cc Mr. R. H. Baldock

FORM 230—50M—4-54—74366

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 27, 1954

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
OFFICE

RECEIVED
AUG 27 1954
OFFICE OF
STATE HIGHWAY ENGINEER

Attached is a copy of Bickmore's report on the matter of substituting a frontage road from Station 982 to 1018 in lieu of a county road overcrossing at Station 983 on the Olds Ferry-Ontario Section.

NOTED
W. C. WILLIAMS

Forrest Cooper
Ass't. Construction Engineer

FC:js
Encl.

Note.
County will maintain Frontage Roads
WCW.

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
La Grande, Oregon
August 25, 1954

SUBJECT:

To Mr. H. G. Smith
Construction Engineer
Salem, Oregon

Attention: Forrest Cooper

Dear Mr. Cooper:

This is in answer to your letter of August 16, regarding the substitution of a suitable barrel at Station 983 for the proposed frontage road, Stations 982 to 1018 on the Olds Ferry-Ontario Section, Old Oregon Trail.

Our reason for recommending the frontage road over the barrel is based principally on cost. The grade of the County Road and the highway are practically identical at the point of intersection. The grade of the County Road north of the intersection falls to the south on about a 2% grade. South of the intersection, the County Road grade falls on about a 5% grade to the south for approximately 450 feet. With this condition, a structure to carry the County Road over the highway would result in approximately 35,000 cubic yards of embankment plus 110 foot structures with a total estimated cost of $38,000.

To carry the highway over the County Road would result in approximately 30,000 cubic yards of excavation plus 100 foot structures with a total estimated cost of approximately $40,000.

The cost of the frontage road would involve approximately 2,000 cubic yards of excavation plus approximately 5,400 cubic yards of surfacing materials, with an estimated cost of approximately $7,000.

Since each of the above conditions serve almost the same purpose, we would recommend the less costly.

The construction of the grade separation at this place would, however, eliminate the ditch riders use of the locked gates setup, shown on the plans at Station 968 but we could not eliminate the locked gates unless a suitable frontage road could be provided between the south end of the grade separation at Station 983 and the 13 x 13 tube at Station 940+40 for Owyhee Ditch Company's trench mounted dragline

NOTED
FORREST COO

FORM E-30X 37½ 3-54 73750

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon

August 25, 1954

SUBJECT:

Mr. H. G. Smith
To Cont.

which is in maintenance operation about three times a year. This machine operates on both sides of the canal, one operation per year on the north side and two operations on the south side.

I have contacted the authorities of the Owyhee Ditch Company in this matter and to date have not been able to get a comittment in which they would permit a detour of this equipment but have been assured that they would take the matter up at there next Director's Meeting and advise us. This meeting will be held sometime next week.

Very truly yours,

E. G. Bickmore

E. G. Bickmore
Ass't Division Engineer

EGB:fd

C
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RECEIVED
SEP 14 1954
FOR FILING

FORM E30—30M—4-54—74386
[illegible]
[illegible]
[illegible]
(FI-[illegible])
(FI-[illegible])

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
September 8, 1954

SUBJECT: (Acquisition of Right-of Way
Olds Ferry-Ontario)

To: Mr. E. A. Collier
Maintenance Engineer
Salem, Oregon

Dear Mr. Collier:

The acquiring of right of way for the new cut-off between Olds Ferry and Ontario may require some maintenance work in the near future.

For this reason, it is desired that this section be allocated to the maintenance districts at this time. An adjustment may be in order after the highway is completed to more properly maintain the road.

For the time being I wish to recommend that Mr. Stump be assigned to the section up to Station 952+74, Mile Point 405, and Mr. McComb from there on into Ontario. The reason for the split at this point is because the section is arid from Mile Point 405 back, while that ahead is irrigated, and will require the same kind of weed control as in the rest of Hussey's section.

Very truly yours,

A. F. Parson (signed)

A. F. Parson
Division Engineer

AFP:gb
cc - M. M. Stump
O. G. McComb

Approved: E. A. Collier
9/13/54

9/13/54
2 copies made for: W. W. Stiffler

RECEIVED
[illegible] 1954

NOTED
W. W. STIFFLER

FORM E-90- 25M 9-51 82318
Const
Fed Aid
Irrigation
(FI-5W)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 1, 1954

SUBJECT:

To:

Mr. Forrest Cooper

As per telephone conversation, Mr. Baldock requests that study be made to effect elimination of the locked gates setup for ditch riders on the Olds Ferry-Ontario Section as well as the use of gates by the Owyhee Ditch Company for transporting its mounted dragline.

If you have this worked out before my return, present it direct to Mr. Baldock for approval.

W. C. Williams

WCW:me

cc Mr. R. H. Baldock

NOTED
State Highway Engineer

RECEIVED
SEP 1 - 1954
FOR FILING

(FI-67(4)
SFI-8(3))

August 31, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

This letter is to advise that the old section of US30, which will be replaced by the new Olds Ferry-Ontario construction, will be retained as a secondary state highway and will be added to the federal-aid secondary system upon your concurrence of approval.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. S. H. Probert
Mr. J. W. Cattrall

WCW:me fp

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

August 26, 1954

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The revised sketch map for Federal-aid Primary Highway Project 67 covering the relocation of US 30 between Olds Ferry and Ontario has been recommended for approval by this office.

It appears likely, however, that Washington Office approval will be with the understanding that the abandoned portions of this route will be added to the Federal-aid Secondary System as otherwise FAS Routes 516, 517, 535 and 572 would be without integration.

Will you please advise as to your intentions in regard to placing this road on the FAS system. Three copies of your reply will be required for our distribution.

Very truly yours,

Folk
C. G. FOLK
District Engineer

REFERRED TO
Mr. Williams
By State Highway Engineer
Please see me about this.

RECEIVED
Aug 27 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 24 1954
FOR FILING

Const
Fed Aid
[illegible]

5270 (F1-67(2)
(F1-67(3)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 23, 1954

SUBJECT:

To:
Mr. W. C. Williams
Deputy State Highway Engineer
OFFICE

Re Assignment 5270, I wish to advise that the necessary information for preparation of the throughway agreement has now been handed to the County and City Relations Department. They advise that the agreement is now in the process of preparation.

Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:js

cc J. W. Cattrall

RECEIVED
AUG 23 1954
OFFICE OF
STATE HIGHWAY ENGINEER

ASSIGNMENT

Date: **August 5, 1954** No. 5210 By wcw

Description: **Letter of August 4 by John F. Hagemann to WCW regarding throughway agreement covering the Olds Ferry-Ontario Section.**

Acknowledged by____ Referred to **Smith** ✓

__ Investigate and report with recommendation
X Such action as necessary and report
__ Comment or recommendation
__ Return with rough draft of reply
__ Prepare reply for signature of Mr.________
__ Contact correspondent and report

Remarks: **As soon as new interchange data, frontage roads, et cetera, are available, furnish to Hagemann so new agreement form can be prepared.**

WCW

PLEASE RETURN TO
W. C. WILLIAMS

Executed 8-23-54 Report Received________
me

IGHWAY DEPARTMENT
ENT CORRESPONDENCE

PLEASE RETURN TO
W. C. WILLIAMS

em, Oregon
ust 4, 1954

UBJECT: Throughway Agreement, Malheur County
Olds Ferry-Ontario Section
State Primary No. 6

W. C. WIL

Court on July 30th signed a throughway
erry-Ontario Section of the Old Oregon
direct access from existing county
Since that date you have advised that
include an additional interchange and
ertain frontage roads eliminated.

As per your verbal instructions, this office will hold the original agreement signed by the county and a revised agreement will be prepared as soon as map exhibits are available. Insofar as county approval of the throughway terms is concerned, it would appear that this project is clear.

John F. Hagemann
John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

RECEIVED
AUG 4 1954
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 25M 9-51 93316

PLEASE RETURN TO
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 4, 1954

SUBJECT: Throughway Agreement, Malheur County
Olds Ferry-Ontario Section
State Primary No. 6

To: Mr. W. C. Williams
OFFICE

The Malheur County Court on July 30th signed a throughway agreement covering the Olds Ferry-Ontario Section of the Old Oregon Trail based on the plan of no direct access from existing county roads proposed at that time. Since that date you have advised that the plan has been revised to include an additional interchange and a separation structure with certain frontage roads eliminated.

As per your verbal instructions, this office will hold the original agreement signed by the county and a revised agreement will be prepared as soon as map exhibits are available. Insofar as county approval of the throughway terms is concerned, it would appear that this project is clear.

John F. Hagemann
John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

RECEIVED
AUG 4 1954
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 20, 1954

SUBJECT:

To: Mr. A. F. Parson
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

On August 11, 1954 I wrote a letter delineating the location and size of the box culverts on the Olds Ferry-Ontario Section. Since that time, changes have been incorporated; therefore, this letter will supersede the August 11 letter as far as it fefers to box culverts.

13 x 13 R.C.B.C.'s are to be constructed at the following stations: 223+20, 388+60, 446+20, 526+50, 580+80, 677+90, 821+00, 857+00, and 940+40.

It is probable that additional structures may be necessary as a result of right of way settlements; however, the above list will govern unless supplemental letters call for a change.

It is requested that the division office and Right of Way office check the above list and advise immediately if any change or modification is indicated.

The division office is instructed to immediately do such staking of the above structures as is necessary in the field to determine lengths, skews, or other items which might affect the design, and a list should be submitted to this office and the Bridge Department so that plans may proceed. This should be done in the immediate future.

Very truly yours,

H. G. Smith
Construction Engineer

By Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:js
cc W. C. Williams ✓
Frank Hall
R. L. Porter
J. W. Cattrall
G. S. Paxson

FORM E-30X 37½ 3-54 7373

[illegible]

[illegible]

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 16, 1954

SUBJECT:

To: Mr. A. F. Parson
Division Engineer
State Highway Dept.
La Grande, Oregon

W. C. [illegible]

Dear Sir:

I recently had considerable discussion by telephone with your office over the matter of substituting a suitable barrel at Station 983 on the Olds Ferry-Ontario Section in lieu of the construction of a frontage road on the easterly side from Station 982 to Station 1018. You and Mr. Bickmore have assured me that this is not a feasible move due to cost and other considerations; however, please give me a written report covering this matter as Mr. Williams has requested all of the facts.

Also, it was suggested that the frontage road on the westerly side from Station 1017 to Station 1059 might be eliminated. However, in this connection you informed me that due to local conditions, such as the movement of farm equipment and accessibility to property, the elimination of this section of road could not be accomplished. Will you please give me an explanation for Mr. Williams and Mr. Baldock.

I believe that the right of way settlements have been made on the basis of the frontage roads being constructed. Will you give me your comments on this feature.

Very truly yours,

H. G. Smith
Construction Engineer

By Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:js

cc W. C. Williams

RECEIVED
FOR FILING

[illegible]
[illegible]
[illegible]

(FI-6(1)
(FI-6(3))

August 11, 1954

Mr. Earl L. McNutt
2511 East Broadway
Eugene, Oregon

Dear Mr. McNutt:

The State Highway Commission on August 9, 1954 accepted your bid in the amount of $1,251,712.60 for grading, bridge construction, and fencing on the Olds Ferry-Ontario Section of the Old Oregon Trail Highway, northwesterly from Ontario in Malheur County which was the low bid received for that job.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

ehr

cc S. H. Probert
H. G. Smith
R. G. Savage, SIAC
C. S. Paxson

W. C. Williams

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 11, 1954

SUBJECT:

To: Mr. A. F. Parson
Division Engineer
State Highway Dept.
La Grande, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

There seems to have been some confusion with respect to frontage roads and interchanges on the Olds Ferry-Ontario Section. The purpose of this letter is to outline the various items as they have been established so that everyone will be thinking alike.

An interchange is to be built at the northerly end of the project where the old and the new highways diverge in the vicinity of Station 205. This will not be a part of the present grading contract.

A 12 x 13 R.C.B.C. will be constructed at Station 223+20.

A 12 x 13 R.C.B.C. is to be constructed at Station 388+60 (existing jeep road).

A 10 x 10 R.C.B.C. (stock crossing) is to be constructed at Station 446+20.

A 12 x 13 R.C.B.C. is to be constructed at Station 526+50 (Moore's Hollow Road).

A 13 x 13 R.C.B.C. is to be constructed at Station 580+80 (jeep road).

A 13 x 13 R.C.B.C. is to be constructed at Station 677+90 (farm equipment underpass).

A 12 x 13 R.C.B.C. is to be constructed at Station 811+30 (jeep road, North Fork Jacobson Gulch).

A private road that is on the right of way from approximately Station 853 to Station 879 is to be abandoned.

A 12 x 13 R.C.B.C. is to be constructed at Station 940+40 (jeep road).

The ditch riders jeep road on the southerly bank of the Owyhee Canal at Station 968 is to be connected at grade. Locked gates are to be maintained.

The Clark County Road which crosses the centerline at Station 983+30 is to be closed at the west right of way line. On the easterly side, a frontage road is to be constructed from approximate Station 982 to 1018.

An interchange is to be constructed in the vicinity of Station 1017+50.

A frontage road is to be constructed on the westerly (southerly) side from the interchange at Station 1017+50 and connected to a county road opposite Station 1059.

A structure is to be built at Station 1056 which will carry the community road under the new highway.

A frontage road is to be constructed on the westerly side from Station 1092, Canyon Road, to Station 1104, C.C.C. Road.

A structure will be built at Station 1103+60 to take the C.C.C. Road over the expressway, and a connection will be made northerly from this road (easterly from the structure) to the existing county road.

Ultimately, an interchange will be built where the existing and relocated highways diverge northerly from Ontario in the vicinity of Station 1180.

No private or county roads or platted streets will connect with the new highway at grade except where speed change lanes or other facilities are provided.

It is requested that the Right of Way Department and the Division Office check over the plans and the list of items contained in this letter and advise of any necessary changes or omissions.

This section is to be constructed as a complete freeway and no plans or right of way settlments should be made on any other basis.

Very truly yours,

H. G. Smith
Construction Engineer

By

Forrest Cooper
Ass't. Construction Engineer

FC:js

cc W. C. Williams
Frank Hall
R. L. Porter
J. W. Cattrall

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT Coast
[illegible]
[illegible]

July 26, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The request for approval of individual project program change in Item No. 63, Project FI-67(2), Federal-aid Primary Highway Program, was approved effective July 23, 1954.

The item will now appear on the program as follows:

Item No.	63
Project	FI-67(2)
FA Route	1
State Route	US 30
Termini:	Approx. 13 mi. north of Weiser Spur Jct. south 6.4 mile
Total Cost	$971,000
Federal Funds	$583,000
State Funds	$388,000
Length Miles	6.42
Character of Work Proposed:	Grade and drain, R.O.W. fence.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT [illegible]
[illegible]
[illegible]
BFI-67(3)

July 26, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The request for approval of individual project program change in Item No. 94, Project BFI-67(3), Supplement No. 13, Bond Financed Federal-aid Program was approved by our Division Office effective July 23, 1954.

The item will now appear on the program as follows:

Item No.	94
Project	BFI-67(3)
FA Route	1
State Route	US 30
Termini:	S. End FI-67(2) to Ontario
Total Cost	$729,000
Federal Funds	$437,000
State Funds	$292,000
Length Miles	12.05
Character of Work Proposed	Grade and drain, 1 Bridge (40') R.O.W. fence.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

RECEIVED

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

July 23, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P.S. and E. documents for Oregon Project BFI-67(3), Olds Ferry-Ontario Section of The Old Oregon Trail Highway in Malheur County.

This is to authorize your advertising for bids.

Concurrence inaward of contract will be withheld pending advice that all rights of way or rights of entry have been acquired.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
[illegible] 1954
OREGON
STATE HIGHWAY COMMISSION

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

July 23, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P.S. and E. documents for Oregon Project FI-67(2), Olds Ferry-Ontario Section of The Old Oregon Trail Highway in Malheur County.

This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
AUG 2 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

FI-67(2)

July 20, 1954

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The addition of Item 163, Project FI-67(2) to the Oregon Federal-aid Primary Highway Program, Stage 2, was approved by the Acting Commissioner effective July 15, 1954.

The item will appear on the program as follows:

Item No.	163
County	Malheur
Project No.	FI-67(2)
F.A. Route No.	1
State Route No.	US 30
Termini:	Approximately 13 miles north of Weiser Spur Jct. (FAS 516) south 5.1 miles
Construction Costs:	
Total	$905,000
Federal Funds	$543,000
State Funds	$362,000
Length	5.10 miles
Character of Work Proposed:	Grade and drain

Very truly yours,

C. G. POLK
District Engineer

Original to Mr. Prescott

RECEIVED
JUL 20 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 7 - 1954
FOR FILING

[illegible]
[illegible]
[illegible]

FI-67 (2)

July 6, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

As a part of the Federal-aid Primary Program, it is our desire to contract the construction of the North Unit, Olds Ferry-Ontario Section of the Old Oregon Trail Highway. This section extends from a point on the present highway approximately 3 miles north of the Weiser Spur Junction, South on improved and more direct alignment a distance of approximately 5.1 miles. The south unit of this section is being programmed for construction as a Bond-Financed Project.

The program data for this project are as follows:

Item No.	163
County	Malheur
Project No.	FI-67 (2)
F. A. Route No.	1
State Route No.	US 30
Termini	Approximately 3 miles north of Weiser Spur Jct. (FAS 516) south 5.1 miles
Construction Costs:	
Total	$905,000
Federal Funds	$543,000
State Funds	$362,000
Project Totals:	
Total Cost	$905,000
Federal Funds	$543,000
Length	5.10 miles
Character of Proposed Work	Grade and Drain

Traffic figures for the project are as follows:

1953 Data:	
ADT	1,700
Per cent Commercial	15
1973 Data:	
ADT	3,400
Per cent Commercial	15

The proposed project is to grade and drain on inter-state standards. Subgrade widths are to be sufficient to permit truck passing lanes on the sections of heavier grades.

A small scale map, showing the location of the project is enclosed. No crossings of railroads are involved.

Release for advertising by July 22 is desired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

JWN:gs

RECEIVED
JUN 1 1954
FOR FILING

Council
[illegible]
[illegible]

May 28, 1954

Oregon State Highway Commission

Gentlemen:

We have $[illegible] of bond funds available for use on the Olds Ferry-Ontario section of US 30. We also have $[illegible] of unobligated federal-aid funds which are being held for bond maturities.

There is no reason why these funds should not be contracted now and the bond maturities taken from new moneys due January 1. If we match the $[illegible] of federal-aid funds with $[illegible] of state funds, we have a resultant total of $[illegible], which will cover the cost of grading the entire Olds Ferry-Ontario section.

As this project has been in the front priority of the construction program for many years (the survey was made in 1939), I would recommend that we proceed immediately with the project. As we are now starting the purchase of right of way, we should be able to call for bids in August. I recommend your approval of this plan.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me

cc Mr. S. H. Probert
Mr. H. G. Smith
Mr. C. H. Maison

RECEIVED
JUN 1 1954
FOR FILING

Const
R/W
Old Commission

May 28, 1954

Oregon State Highway Commission

Gentlemen:

I attach hereto a sketch map showing the relocation of US30 between Olds Ferry and Ontario, as approved by you at the last meeting.

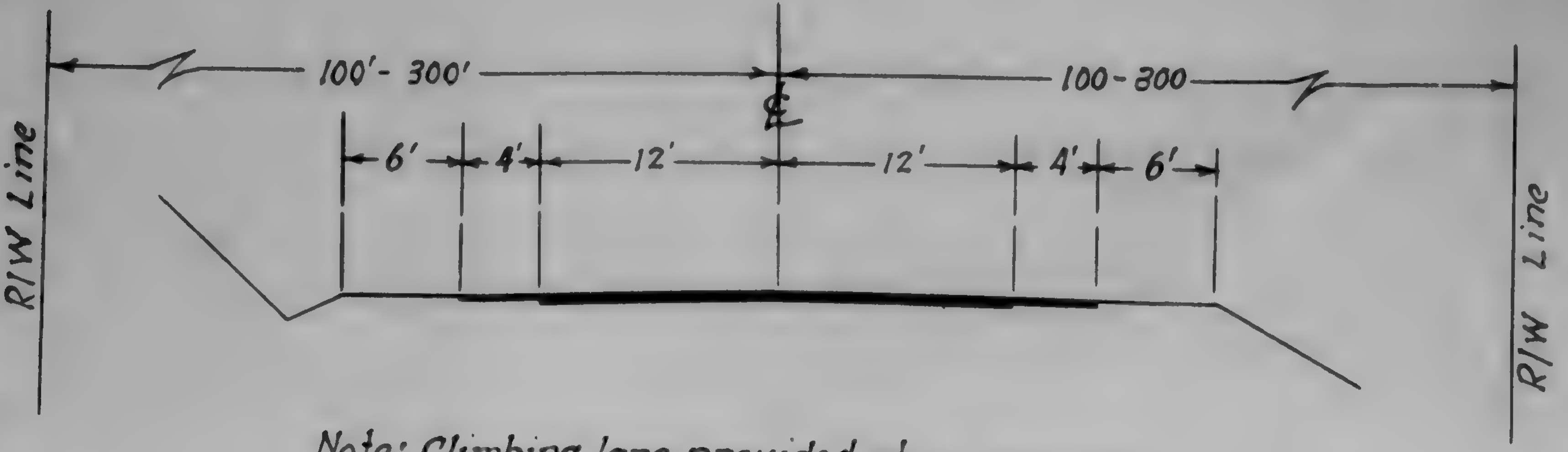
Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith

DRG. NO. 10C-21-14



Note: Climbing lane provided where necessary

TYPICAL SECTION

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 5-10-54

TE

F PROJECT
. 1192+73.61
e 30

OREGON STATE HIGHWAY DEPARTMENT
Survey Approval Map

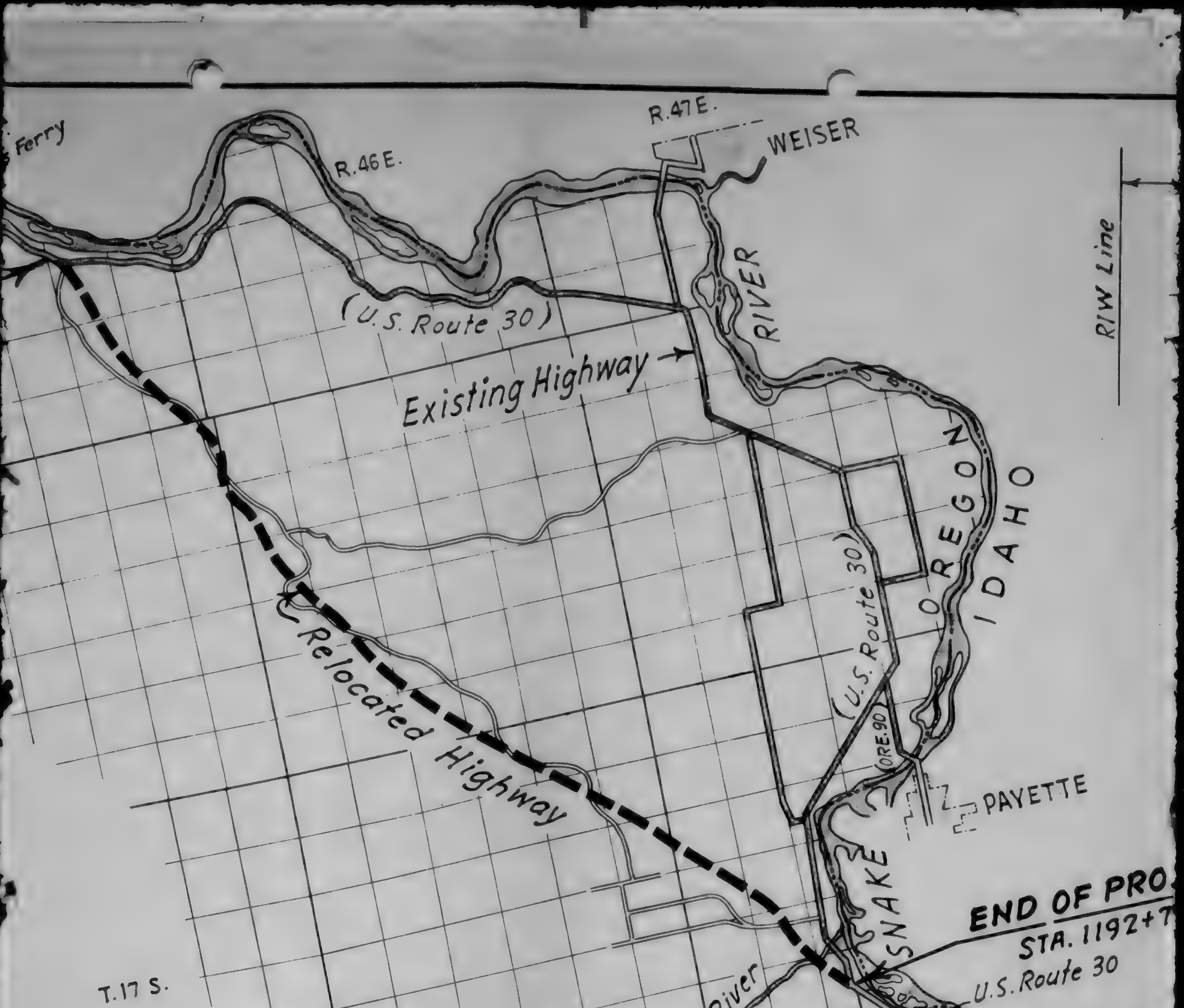
OLDS FERRY - ONTARIO SECTION

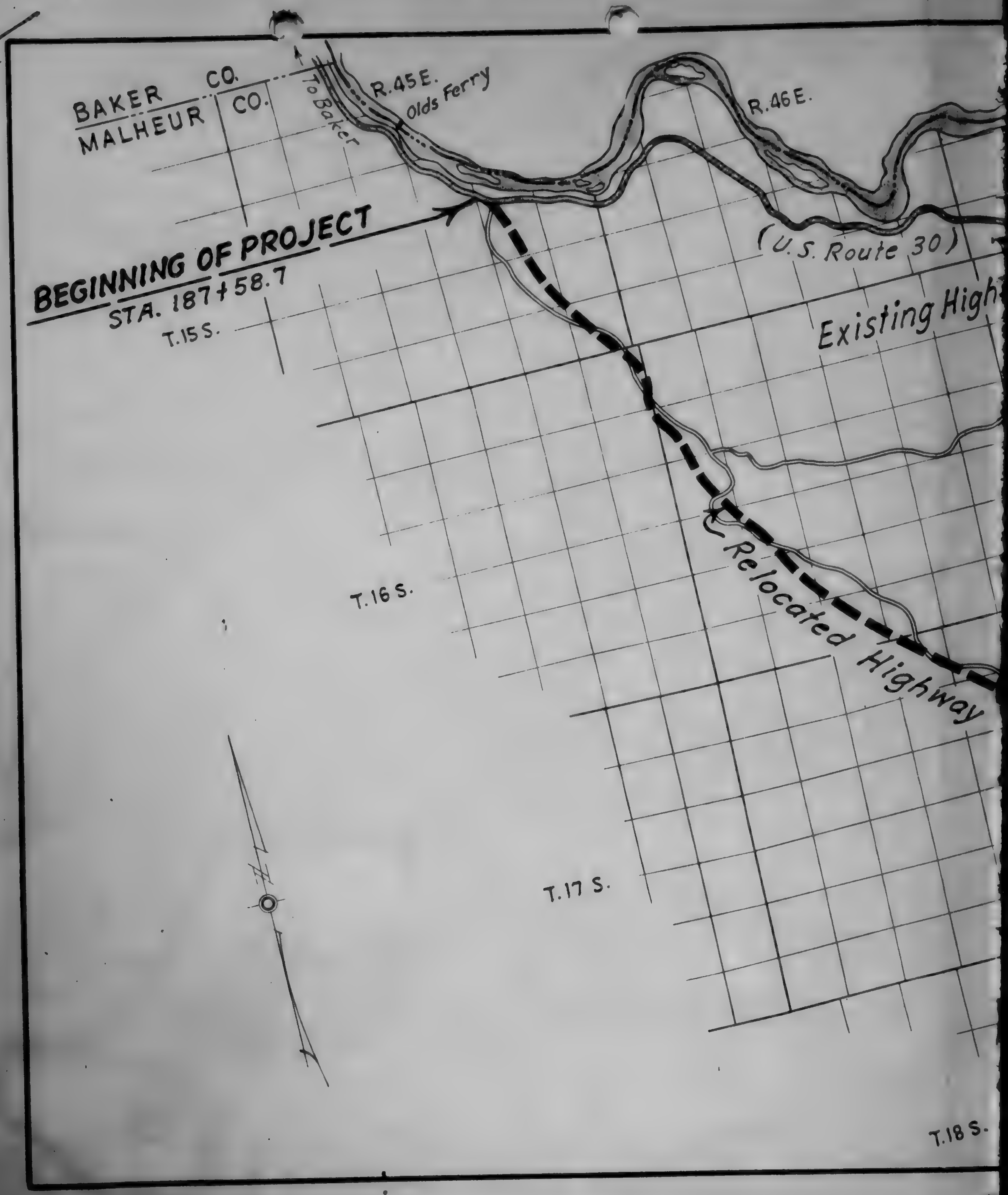
OLD OREGON TRAIL

MALHEUR COUNTY

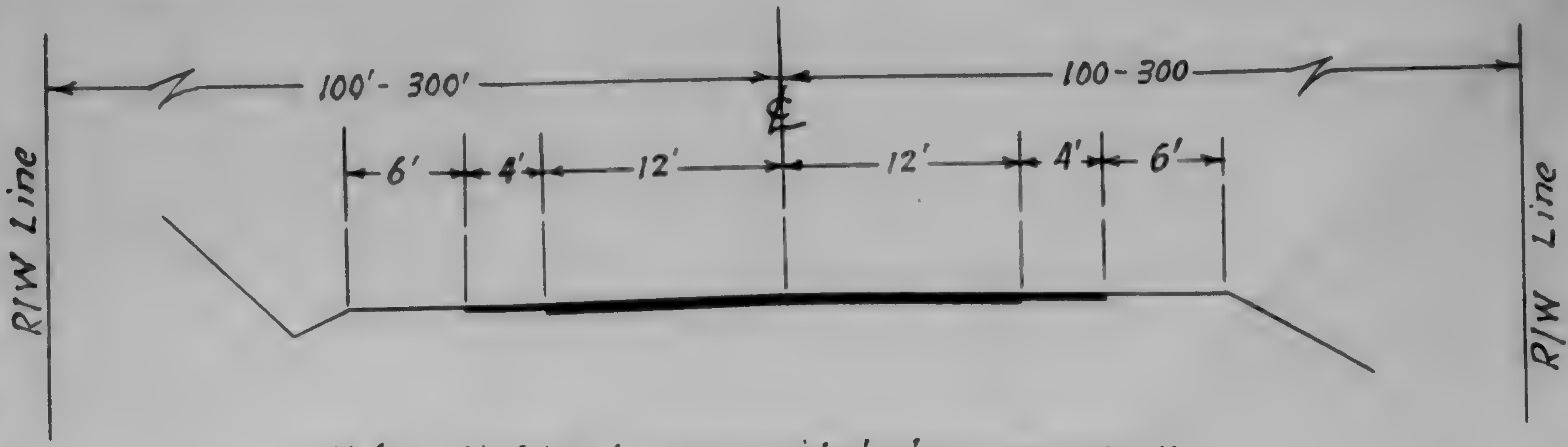
Scale: 1" = 2 Miles May, 1954

For details see Drg. No. 6B-7-16, 17, 18 & 19


Ferry
R.47E.
WEISER
R.46E.
RIVER
(U.S. Route 30)
Existing Highway
R/W Line
OREGON
IDAHO
Relocated Highway
(U.S. Route 30)
(ORE. 90)
PAYETTE
SNAKE
END OF PRO
STA. 1192+7
U.S. Route 30
T.17 S.
Malheur River
ONTARIO
To Boise
(ORE. 201)
To Nyssa
(U.S. Routes 20-26)
To Vale
T.18 S.


BAKER CO.
MALHEUR CO.
To Baker
R.45 E.
Olds Ferry
R.46 E.
BEGINNING OF PROJECT
STA. 187+58.7
T.15 S.
(U.S. Route 30)
Existing High
Relocated Highway
T.16 S.
T.17 S.
T.18 S.

DRG. NO. 10C-21-14



Note: Climbing lane provided where necessary

TYPICAL SECTION

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
BY DEPUTY STATE HIGHWAY ENGINEER
Date 5-10-54

ETTE

OF PROJECT
TA. 1192+73.61
oute 30

oise

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

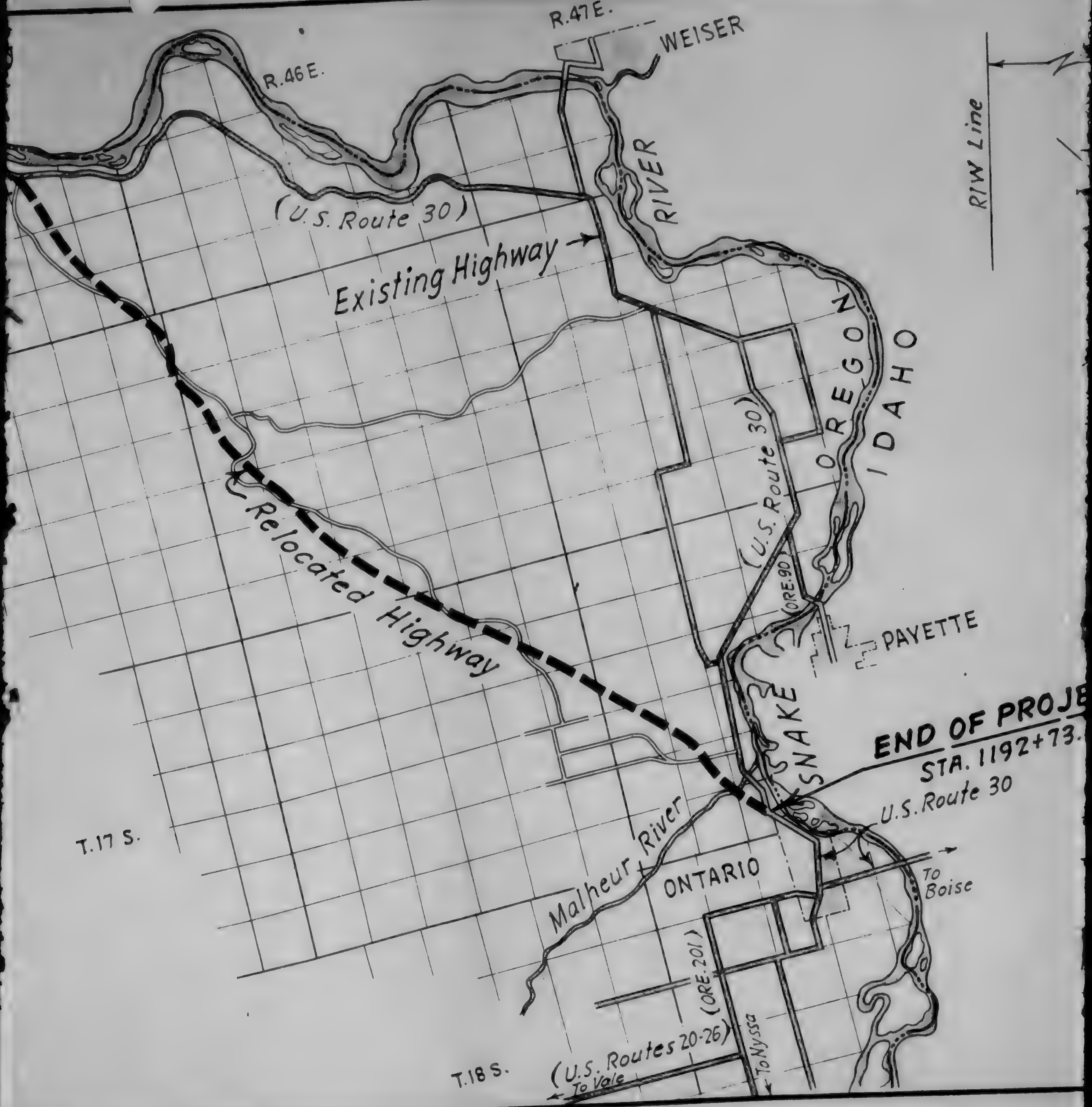
OLDS FERRY - ONTARIO SECTION

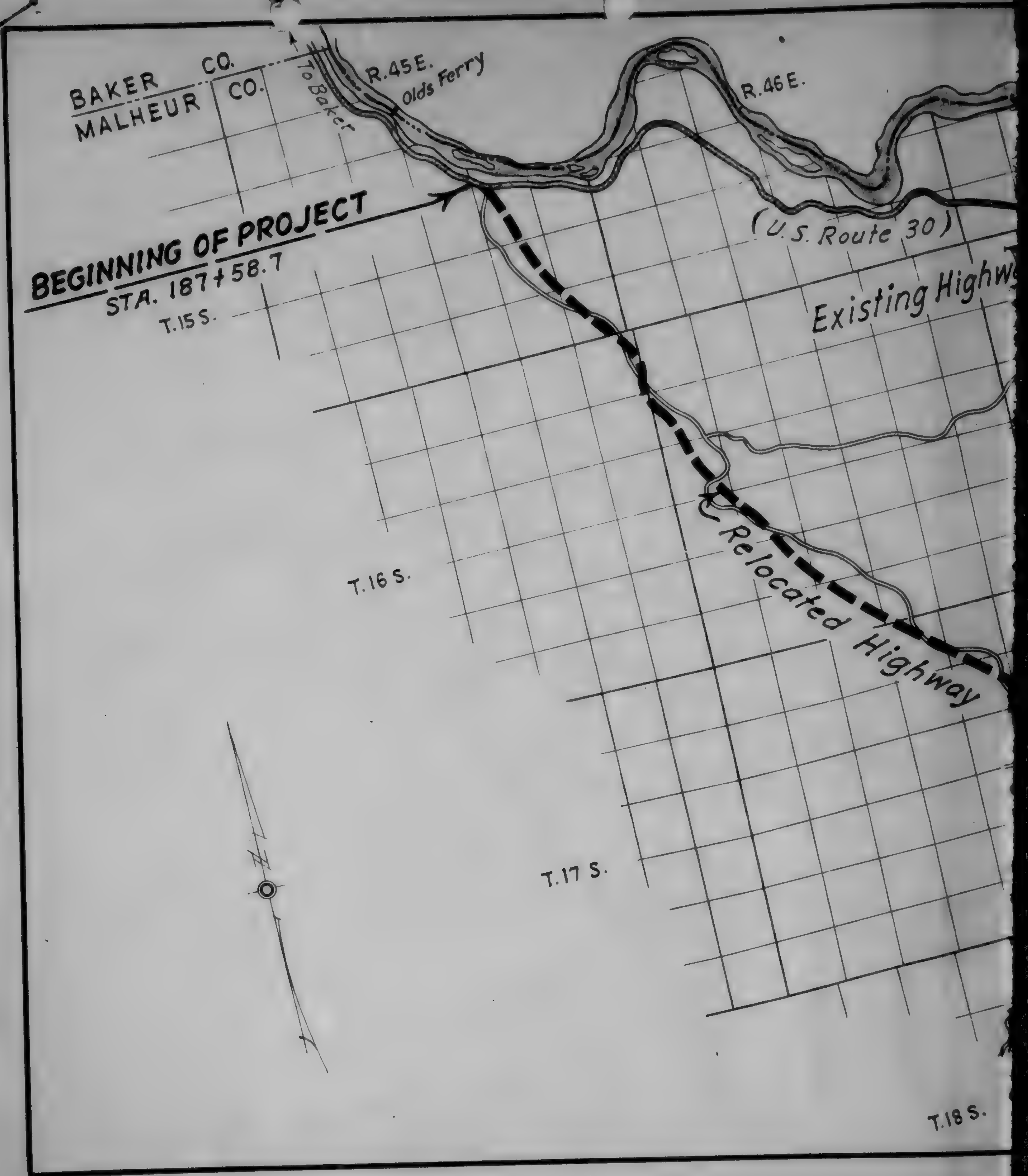
OLD OREGON TRAIL

MALHEUR COUNTY

Scale: 1" = 2 Miles May, 1954

For details see Drg. No. 6B-7-16, 17, 18 & 19


R.47E.
WEISER
R.46E.
RIVER
(U.S. Route 30)
Existing Highway
R/W Line
OREGON
IDAHO
(U.S. Route 30)
(ORE. 90)
PAYETTE
Relocated Highway
SNAKE
END OF PROJE
STA. 1192+73.
U.S. Route 30
T.17 S.
Malheur River
ONTARIO
To Boise
(ORE. 201)
(U.S. Routes 20-26)
To Nyssa
To Vale
T.18 S.


BAKER CO.
MALHEUR CO.
To Baker
R.45 E.
Olds Ferry
R.46 E.
BEGINNING OF PROJECT
STA. 187+58.7
T.15 S.
(U.S. Route 30)
Existing Highw
Relocated Highway
T.16 S.
T.17 S.
T.18 S.

RECEIVED
FORM E-30 [illegible] 9-51 [illegible]
FOR FILING

Const
R/W
Old Ore Trail

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 26, 1954

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

Dear Sir:

Herewith seven copies of a sketch map for use in securing Commission approval of the survey between Olds Ferry and Ontario, on the Old Oregon Trail Highway.

This survey has been stopped at a point where it first connects with the existing highway, just outside the city limits of Ontario. This point will be common to whichever alignment is decided upon throughout the City itself.

Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A. Pease

Edwin A. Pease
Construction Office Engineer

NOTED
W. C. WILLIAMS

EAP:of

Encls.

RECEIVED
JUN 9 1954
FOR FILING

Const
R/W
Old Ore Trail

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 26, 1954

Memo to the File: SUBJECT:

To:

NOTED
W. C. WILLIAMS

The following information was given to me by Mr. Parson by telephone this date.

Cost estimate on the Olds Ferry-Ontario Section:

Grading	$1,542,500
Surfacing	530,000
Paving	614,000
Bridge	119,000
	$2,805,500

$665.000 will grade 4.26 Mi on Olds Ferry End

Forrest Cooper
Ass't. Construction Engineer

FC:js

cc W. C. Williams ✓
A. F. Parson
B. O. Johnson

17.± Miles

S-171 (1) Mission-Cayuse Sec. of the 1954
Adams-Mission County Road
4279

S-171 (1) Mission-Cayuse Sec. of the 1954
Adams-Mission County Road
4279

RECEIVED
MAR 16 1956
FOR FILING

5-17/[illegible]
4299

Salem, Oregon
March 16, 1956

Billing for Certified Photocopies of Proposals

C. H. Maison
Auditor

Please prepare a billing for $6.00 and send to Black, Kendall & Fain, 1200 Cascade Building, Portland 4, Oregon, covering the following:

Certified photocopies of proposals submitted by contractors Arthur Simonsen, Vernie Jarl, and C. C. Meisel on August 9, 1954 for grading and oil mat surfacing on Mission-Cayuse Section of Adams-Mission Road, Umatilla County.

Attached is an outside billing form.

H. B. Glaisyer, Secretary

jmc

A-191—5M—8-48—24505

[illegible]EGON STATE HIGHWAY COMMISSION

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:

Black, Kendall & Fain
1200 Cascade Building
Portland 4, Oregon

Attention of Edward L. Fitzgibbon

Request No. (assigned by staff engineer or head of department) 378 SEC.

Date March 16, 1956

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Certified photocopies of proposalssubmitted by contractors Arthur Simonsen, Vernie Jarl, and C. C. Meisel on August 9, 1954 for grading and oil mat surfacing on Mission-Cayuse Section of Adams-Mission Road, Umatilla County.

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		Photocopies of proposals submitted by contractors Arthur Simonsen, Vernie Jarl, and C. C. Meisel on August 9, 1954 (Project No. 4755)		$ 6.00

Has payer made payment for this service?

If so, what is amount of payment? . . . . . . $

Has payer made a deposit with the department to guarantee payment?

If so, what is amount of deposit? . . . . . . $

Is this a partial or final request for billing?

Have there been any previous requests for billing in connection with this same service?

If so, give total of all previous requests . . . . . $

Also give number of last previous request

Credit distribution:

5001-900

Submitted by:

H. B. Glaisyer

Approved:

Division Engineer

Approved:

Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or department head. Staff engineer or department head will forward original copy to the accounting division through the office engineer. Additional copies shall be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the accounting division.

STATE PRINTING DEPT.

March 16, 1956

Black, Kendall & Fain
1200 Cascade Building
Portland 4, Oregon

Attention: Mr. Edward L. Fitzgibbon

Gentlemen:

Thank you for your letter and the affidavit stating the reason for your requiring a copy of the contract and bond for State Highway Contract No. 4279, grading and oil mat surfacing on the Mission-Cayuse Section of the Adams-Mission Road in Umatilla County, awarded to K. C. Dack Construction Company. This affidavit is satisfactory for our purposes.

The billing covering the certified photocopies of the proposals for this job submitted by Arthur Simonsen, Vernie Jarl, and C. C. Meisel which were mailed to you yesterday will be forthcoming shortly from our Accounting Division.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

LAW OFFICES OF
BLACK, KENDALL & FAIN
1200 CASCADE BUILDING
PORTLAND 4, OREGON

GEORGE BLACK, JR.
JOHN C. KENDALL (1881)
JOHN W. KENDALL
DAVID FAIN
H. STEWART TREMAINE
JOHN J. HIGGINS
WILLIAM F. THOMAS
EDWARD L. FITZGIBBON

TELEPHONE
CAPITOL 8-6336

March 15, 1956

SUBJECT: Highway Contract No. 4279 --
State ex rel Simonsen v. Dack et. al. --
Affidavit.

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We thank you for furnishing certified copies of the above captioned Contract and Bond and Standard Specifications for use in the forthcoming trial of the subject case. Enclosed herewith is a form of affidavit stating the reason for our requiring the said Contract and Bond.

Very truly yours,

BLACK, KENDALL & FAIN

Edward L. Fitzgibbon
Edward L. Fitzgibbon

ELF:ff

Enclosure

RECEIVED
1[illegible] 1956
OREGON
STATE HIGHWAY COMMISSION

STATE OF OREGON)
) ss.
County of Multnomah)

I, EDWARD L. FITZGIBBON, being first duly sworn depose and say:

That I am one of the attorneys for Kenneth C. Dack d.b.a. K. C. Dack Construction Co.;

That said Kenneth C. Dack is the "contractor" signatory to Oregon State Highway Construction Contract No. 4279, dated September 15, 1954, and its attached Performance Bond;

That Arthur Simonsen & Company claims an amount of money allegedly owing for materials furnished for prosecution of the work provided for in the said contract, and has brought an action in the name of the State of Oregon to recover said sum;

That a certified copy of said contract and bond is needed by the attorneys for said Kenneth C. Dack for use in the trial of said action; and,

That this affidavit is made for the purpose of obtaining said certified copy of the said contract and bond from the Oregon State Highway Department.

Edward L. Fitzgibbon
Edward L. Fitzgibbon

Subscribed and sworn to before me this 15th day of March, 1956.

William F. [illegible]
Notary Public for Oregon
My Commission expires: 3/21/59

1. Affidavit

RECEIVED
MAR 15 1956
FOR FILING

S-191-(1)
4279

March 14, 1956

Black, Kendall & Sain
Attorneys at Law
1200 Cascade Building
Portland 4, Oregon

Attention: Mr. John Higgins

Gentlemen:

Pursuant to the request of Mr. Ed Fitzgibbons of your office today I hand you herewith a certified copy of State Highway Contract No. 4279, covering the grading and oil mat surfacing on the Mission-Cayuse Section of the Adams-Mission Road in Umatilla County, which was awarded to K. C. Dack Construction Company on September 15, 1954. Also at the request of Mr. Ed Fitzgibbons there is enclosed a certified copy of our Standard Specifications for Highway Construction (Issue of May 1, 1954).

There is no charge for the certified copy of the contract, but we must have your affidavit as mentioned to you in our telephone conversation yesterday.

You also ask for a certified copy of the proposal that was submitted by Arthur Simonsen for this job. It is too late to prepare that for mailing today, but I will sent it to you tomorrow in the event our Legal Department offers no objection.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm
Encl.

RECEIVED
DEC 29 1955
FOR FILING

S-171 (1)
4277

December 29, 1955

Black, Kendall & Fain
1200 Cascade Building
Portland 4, Oregon

Attention: Mr. Edward L. Fitzgibbon

Gentlemen:

State Highway Contract No. 4279, awarded to K. C. Dack Construction Company for grading and surfacing the Mission-Cayuse Section of the Adams-Mission Road in Umatilla County, was completed May 27 and accepted by the Highway Commission on June 30, 1955. Final payment was mailed to the contractor on August 16.

This information is in response to your inquiry of December 23.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

LAW OFFICES OF
BLACK, KENDALL & FAIN
1200 CASCADE BUILDING
PORTLAND 4, OREGON

GEORGE BLACK, JR.
JOHN C. KENDALL (1951)
JOHN W. KENDALL
DAVID FAIN
H. STEWART TREMAINE
JOHN J. HIGGINS
WILLIAM F. THOMAS
EDWARD L. FITZGIBBON

TELEPHONE
CAPITOL 8-6336

December 23, 1955

SUBJECT: Highway Construction Contract 4279
K. C. Dack Construction Company,
Mission-Cayuse Section Adams-Mission
Road, Umatilla County.

Oregon State Highway Department
State Highway Building
Salem, Oregon

Attention: State Highway Engineer

Gentlemen:

Please advise date of completion and date of acceptance by State of the above project.

Very truly yours,

BLACK, KENDALL & FAIN

Edward L. Fitzgibbon

ELF:ff

[illegible]

RECEIVED
55

RECEIVED
DEC 7 - 1955
FOR FILING

171 (1)
4279

B

December 6, 1955

Dunn & Jackson
Baker State Bank Building
Baker, Oregon

Attention: Mr. William L. Jackson

Gentlemen:

Contract No. 4279, awarded to K. C. Dack Construction Company for grading and surfacing the Mission-Cayuse Section of the Adams-Mission Road in Umatilla County, was completed May 27, 1955 and accepted by the Highway Commission on June 30, 1955.

This information is in response to your letter of December 1.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

LAW OFFICES

DUNN & JACKSON

AUSTIN DUNN
WILLIAM L. JACKSON

BAKER STATE BANK BUILDING
BAKER, OREGON
TELEPHONE JA 3-3666

December 1, 1955

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We represent Mr. Arthur Simonsen on a claim against the K. C. Dack Construction Company. The controversy arises over Contract and Bond No. 4279, awarded to the K. C. Dack Construction Company for grading and surfacing the Mission-Cayuse section of the Adams Mission Road in Umatilla County.

We would very much appreciate having you send us the date of the completion of the contract and acceptance of the work by affirmative action of the Highway Commission.

Very truly yours,

DUNN & JACKSON

William L. Jackson
William L. Jackson

WLJ:jhs

RECEIVED
DEC 2 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 8 1955
FOR FILING

-1701
ARTHUR SIMONSEN
4371

file

Arthur Simonsen & Co.
General Contractors
2825 Grandview Drive
Baker, Oregon

THE ASSOCIATED GENERAL CONTRACTORS OF AMERICA
AGC

DAVID LAURANCE

November 2 , 1955

Oregon State Highway Dept.
Salem , Oregon

Mr. H. [illegible] Gleister

Dear Sir :

It is true that I received a check and letter from [illegible] . C. Dack Construction Co. I have returned check as unsatisfactory which they knew it would be .

The letter from said [illegible] enclosed with check is not a true fact as to the agreement as We understood the agreement was to be . No sub-Contract was presented until work was completed and We had no warning that there would be any differences in settlement for work done on this contract. We were allowed on previous estimate more money per yard for material on hand than Dack wants to pay at final settlement , it has always been my understanding that not over 90% would be allowed Prime Contractor His costs.

Under these circumstances We feel the sub-contract was deliberatly held up until material was produced , there is a differenc of Approximatly [illegible]0.00 difference in amount of check and the amount We thought the material was to bring . We however did agree to split this amount to get a settlement , but W.C. Dack seems to feel We should absorb the complete amount which We to date have refused to do.

Mr. Dack also states in his letter that We had sub-contracted the placing of aggregate to [illegible] Construction Co. This is not so as We had no agreement with them for this placing of aggregate , a fact which a sub-contract will agree if they had one .

I asked Mr. Dack to not use the material until We could reach an agreement, and if he wanted to make other arrangement I would hold material until such a time that someone else could give us a chance to get something out of it, but before I knew it the rock was on the road .

We realize We are also at fault in not getting out the sub-contract Ourselves , but every few days Mr. Dack would promise both Mr. Hodge the Engineer and Us that He'd have it ready in a day or so.

Very truly yours ,

Arthur Simonsen & Co.

Simonsen

REFERRED TO
BY SECRETARY

NOTED
FLOYD QUERY

RECEIVED
NOV 3 1955
STATE HIGHWAY COMMISSION

RECEIVED
NOV 15 1955
FOR FILING

S-171(1)
4279

Lewis

October 31, 1955

Arthur Simonsen Co.
2925 Grandview Drive
Baker, Oregon

Gentlemen:

In this morning's mail, we received a carbon copy of a letter addressed to you from K. C. Dack Construction Co. The letter states that they have submitted a check in the amount of $2,946.18 in final payment of your claim on Contract No. 4279 on the Mission Cayuse project. Will you please let us know if your claim is satisfied?

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

Enclosed find lette. ɔo Arthur Simonsen Co. in settlement for his work done on Mission-Cayuse Project, Contract No. 4279, for Crushed Materials.

K. C. Dack Construction Co.

REFERRED TO
Geiery
BY SECRETARY

might be a good idea to write Simonsen & find out if he is accepting the check as payment in full
HHS

RECEIVED
OCT [illegible] 1955
STATE HIGHWAY COMMISSION

---

your account. Their total charges, which we have paid, for placing this rock for your account, was $9,387.25.

Now that the job is completed and the final quantities determined we are in a position to make final settlement with you. We believe you will agree with us that there are no disputes as to the quantities involved. Accordingly, we consider the following a breakdown of your account:

Item					
18	3/4"-0 gravel in base & shldrs.	5,095	c.y.@2.40	$12,228.00	
20	3/4"-0 gravel in binder course	675	c.y.@3.00	$ 2,025.00	
21	Furn. & plac. aggregates	3,205.5	c.y.@3.00	9,616.50	
	S.P. Screen rejects on road	130	c.y.@ .25	32.50	
	S.P. Haul screen rejects on road	332.5	y.m.@ .12	39.90	
	Additional agreed upon			500.00	
				$24,441.90	$24,441.90
	Less amount paid to Russell Olson Const.Co. for placing rock for your account			9,387.25	
	Less amount paid to you directly to date			11,995.56	
	Less performance bond 3/4 of 1%			112.91	
	Balance due you			$21,495.72	21,495.72
					$ 2,946.18

Accordingly, please find enclosed our check in the amount of $2,946.18, representing final payment to you in complete settlement of Job #4279.

Very truly yours,
K. C. DACK CONSTRUCTION CO.

By Kenneth C Dack

Encl.-check

K. C. DACK CONSTRUCTION CO.
P. O. Box 35
Milton-Freewater, Oregon

October 28, 1955

Arthur Simonsen Co.
2925 Grandview Drive
Baker, Oregon

Dear Art:

You will recall that after we received the contract from the Oregon State Highway Department for grading and oil mat surfacing of the Mission-Cayuse section of the Adams-Mission road in Umatilla County, you undertook the sub-contract for items 18, 20 and 21. We agreed to pay you the full unit price allowed us for these items plus an additional lump sum of $500 for your work.

The unit price for Item #18 which was for 3/4"-0 gravel in base and shoulders was $2.40. The unit price for item #20 which was for 3/4"-0 gravel in Binder-Course was $3.00. The unit price for item #21 which was for furnishing and placing aggregates was $3.00.

Thereafter, you will recall, that you decided not to place the rock yourself but merely to do the crushing and authorized us to have the Russell Olson Construction Company do the placing of the rock for your account. Their total charges, which we have paid, for placing this rock for your account, was $9,387.25.

Now that the job is completed and the final quantities determined we are in a position to make final settlement with you. We believe you will agree with us that there are no disputes as to the quantities involved. Accordingly, we consider the following a breakdown of your account:

Item					
18	3/4"-0 gravel in base & shldrs.	5,095	c.y.@2.40	$12,228.00	
20	3/4"-0 gravel in binder course	675	c.y.@3.00	$ 2,025.00	
21	Furn. & plac. aggregates	3,205.5	c.y.@3.00	9,616.50	
	S.P. Screen rejects on road	130	c.y.@ .25	32.50	
	S.P. Haul screen rejects on road	332.5	y.m.@ .12	39.90	
	Additional agreed upon			500.00	
				$24,441.90	$24,441.90

Less amount paid to Russell Olson Const.Co. for placing rock for your account	9,387.25	
Less amount paid to you directly to date	11,995.56	
Less performance bond 3/4 of 1%	112.91	
	$21,495.72	21,495.72
Balance due you		$ 2,946.18

Accordingly, please find enclosed our check in the amount of $2,946.18, representing final payment to you in complete settlement of Job #4279.

Very truly yours,
K. C. DACK CONSTRUCTION CO.

By Kenneth C. Dack

Encl.-check

RECEIVED
OCT 24 1955
FOR FILING

S-17110
4279

October 21, 1955

Glens Falls Indemnity Co.
Pacific Coast Department
6th Floor, Wills Tower
San Francisco, California
[illegible]

Gentlemen:

Attached is a copy of a claim filed with the Secretary of State by Arthur Simonsen and Company against K. G. Dack Construction Co. for labor, equipment, and materials furnished on Contract No. 4279. This claim is in the sum of $5,758.49 and pertains to the Mission-Cayuse Section of the Adams-Mission Road in Umatilla County.

This information is provided as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

cc K. G. Dack Construction Co.
Box 35
Milton-Freewater, Oregon

Amerata & Schram
440 Mead Building
Portland 4, Oregon

[illegible]

RECEIVED
OCT 24 1955
FOR FILING

S-171 C
4279

October 21, 1955

Hon. Earl T. Newbry
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Thank you for your letter of October 18 to which was attached three copies of a claim filed with your office by Arthur Simonsen and Company against K. C. Deck Construction Co. This claim is in the amount of $5,758.49 for labor, equipment, and materials furnished on Contract No. 4279, your file No. 3526.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

RECEIVED
OCT 24 1955
FOR FILING

S-171 (1)
4279

October 24, 1955

Dunn & Jackson
Baker State Bank Building
Baker, Oregon

Attention: Mr. William L. Jackson

Gentlemen:

We are enclosing a certified copy of contract and bond No. 4279, awarded to K. C. Dack Construction Co. for grading and surfacing the Mission-Cayuse Section of the Adams-Mission Road in Umatilla County.

This is in compliance with your letter of October 12, addressed to the Secretary of State and forwarded to this office for reply.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

Enclosure

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Oct. 18, 1955

4279

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Dunn & Jackson, lawyers, Baker, and filed as of this day a notice of claim by Arthur Simonson for furnishing labor and equipment in the sum of $5,758.49, our file No. 3626.

We are enclosing three copies of the claim for your information and files. Kindly acknowledge receipt of same.

Also enclosed is a copy of Dunn & Jackson's letter in which they ask for a certified copy of the contract and bond covering said job.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By

Clerk
Records Division

NF:M
Enc.

REFERRED TO
BY SECRETARY

RECEIVED
OCT 20 1955
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

LAW OFFICES
DUNN & JACKSON

AUSTIN DUNN
WILLIAM L. JACKSON

BAKER STATE BANK BUILDING
BAKER OREGON
TELEPHONE JA 3 [illegible]

October 12, 1955

Honorable Earl T. Newbry
Secretary of State
Salem, Oregon

Dear Sir:

Enclosed herewith please find Affidavit of Arthur Simonson of Arthur Simonson and Company, to the effect that he furnished materials for surfacing and oiling Federal Aid job No. 4279, for which he has not been paid. We herewith request, on behalf of Mr. Simonson, a certified copy of the contract and bond covering said job.

Thank you.

Very truly yours,

DUNN & JACKSON

William L. Jackson
William L. Jackson

WLJ:jjs
Enc.: 1

[illegible]

C
O
P
Y

AFFIDAVIT

STATE OF OREGON,)
) ss.
County of Baker.)

I, ARTHUR SIMONSEN, being first duly sworn on oath, depose and say:

That I am a co-partner of Arthur Simonsen and Company. That Arthur Simonsen and Company, has a claim for furnishing of labor, equipment and materials in production of crushed materials in the sum of $5,758.49, for the work of grading, surfacing and oiling for the Mission-Cayuse section of Adams Mission Road, Federal Aid Job No. 4279. That said labor and materials were furnished to K. C. Dack Construction Co.

That payment for the claim has not been made.

/s/ Arthur Simonsen

Subscribed and sworn to before me this 14th day of October, 1955.

/s/ William L. Jackson
Notary Public for Oregon

My commission expires: 10-20-56

RECEIVED
AUG 18 1955
FOR FILING

2-1716
4279

August 17, 1955

Glens Falls Indemnity Co.
Pacific Coast Department
6th Floor, Mills Tower
San Francisco, California

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by Arthur Simonsen & Co. against K. C. Dack Construction Co., Box 35, Milton-Freewater, Oregon, in the sum of $5,758.49. The claim is for labor, equipment and materials furnished in production of crushed materials in our contract No. 4279 for grading and surfacing the Mission-Cayuse Section of the Adams-Mission Road in Umatilla County.

This information is provided as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

cc K. C. Dack Construction Co.
Box 35
Milton-Freewater, Oregon

Amerata & Schram
440 Mead Building
Portland 4, Oregon

NOTED ON CARD

Arthur Simonsen & Co.
General Contractors

ARTHUR SIMONSEN

DAVID LAURANCE

2825 Grandview Drive
Baker, Oregon

August 13, 1955

Earl T. Newbry (Secretary of State)
Salem , Oregon

To State of Oregon :

Notice hereby is given that the undersigned ARTHUR SIMONSEN & CO. has a claim for furnishing all Labor , Equipment , and Materials in production of crushed materials in the sum of $ 5,778.49 Dollars against the bond taken from K.O. Dack Construction Co. and Glens Falls Indemnity Company through agent Amerata & Schram 440 Meade Bldg. Portland , Oregon. for the work of grading , surfacing and oiling for the Mission Cayuse Section of Adams - Mission road Federal Aid job number 4279.

Signed By Arthur Simonsen

ARTHUR SIMONSEN & CO.

File No. 3517

FILED
AUG 15 1955
EARL T. NEWBRY
SECRETARY OF STATE

SECRETARY OF
RECEI
AUG 15 1955
EARL T

RECEIVED
AUG 18 1955
FOR FILING

1711
4279

August 17, 1955

Hon. Earl T. Newbry
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

This acknowledges your letter of August 15 to which was attached three copies of a complaint filed with your office by Arthur Simonsen & Co. against K. C. Dack Construction Company for labor, equipment and materials furnished in the sum of $5,758.49 on our contract No. 4279, your file No. 3517.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Aug. 15, 1955

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed as of today a notice of claim in the sum of $5,758.40 by Arthur Simonsen & Co., for Labor, Equipment and Materials, against the bond taken from R. C. Dack Construction Co., Principal, and Glens Falls Indemnity Company, Surety for the work of grading, surfacing and oiling for the Mission Cayuse Section of Adams - Mission road Federal Aid job number 4270, our file No. 3617.

We are enclosing three copies for your information and files. Kindly acknowledge receipt of same for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By

Clerk
Records Division

NF:M
Enc.

RECEIVED
AUG 17 1955
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

RECEIVED
AUG 19 1955
FOR FILING

4279

OREGON STATE HIGHWAY DEPARTMENT
(date)
August 12, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4279	8-Final	K. C. Dack Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
15906	R-129041	$ 2,843.03	8/11/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: June 30, 1955

Time Extensions: None

Completion Date: May 27, 1955

Date Accepted: June 30, 1955

Penalties: None of record

Claims: A claim filed by Arthur Simonsen is on record here of which the surety has been notified

Remarks:

Date: 8-16-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

Ruth Rawlings

NOTED ON CARD

RECEIVED
AUG 9 - 1955
FOR FILING

S-17[illegible]
4279

August 8, 1955

Glens Falls Indemnity Company
Pacific Coast Department
6th Floor, Mills Tower
San Francisco, California

Gentlemen:

A letter has been received from Arthur Simonsen & Co., 2925 Grandview Drive, Baker, Oregon, stating that K. C. Dack Construction Co. owes them the sum of $5,758.49. This claim is for crushing of rock on our Contract No. 4279 awarded to K. C. Dack Construction Co. for grading and surfacing the Mission-Cayuse Section of the Adams-Mission Umatilla County Road. Mr. Simonsen states that the total amount of work performed by his company was $17,754.05 and that he has been paid $11,955.56, leaving a balance due of $5,758.49.

This information is provided as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc K. C. Dack Construction Co.
Box 35
Milton-Freewater, Oregon

Amerata & Schrum
440 Mead Building
Portland 4, Oregon

NOTED ON CARD

RECEIVED
AUG 9 - 1955
FOR FILING

[illegible]
4279

August 8, 1955

Arthur Simonsen & Co.
2925 Grandview Drive
Baker, Oregon

Attention: Mr. Arthur Simonsen

Gentlemen:

This is to acknowledge your letter of August 4 in which you state that K. C. Dack Construction Co. owes you $5,758.49 for crushing work performed on the Mission-Cayuse Section of the Adams-Mission Road in Umatilla County, our Contract No. 4279. Glens Falls Indemnity Company, through Amerata & Schram, 440 Mead Building, Portland 4, furnished the performance bond for this contract which was completed May 27, 1955 and accepted by the Highway Commission on June 30, 1955.

If you feel that it is necessary to protect your claim for a period longer than six months following completion and acceptance of the contract, it is suggested that you file your claim with the Secretary of State. For your convenience in preparing such filing we have attached excerpts from the Oregon Laws outlining the necessary procedure. In the meantime, the claim will be noted in our records and we will advise the contractor and the Surety that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

NOTED ON CARD

ARTHUR SIMONSEN

Arthur Simonsen & Co.

General Contractors
2925 Grandview Drive
Baker, Oregon

DAVID LAURANCE

August 4 . 1955

Mr. H. B. Glaisyer
Salem , Oregon

Dear Sir :

I produced and furnished the crushed material for the Mission- Cayuse Section of the Adams- Mission Road Federal Aid Job # 4279 , Contract held by K.C. Dack Construction Co. Would appreciate any information or help You might give Me in getting the balance due Me on this job. I had no sub-contract on job, but crushed all materials used on job at the following prices. The complete amount of work done on job follows.

3/4-0 in Base	5095 Cu.Yds. @ $ 1.70	-	-	$ 8,661.50
3/4-0 in Binder	675 Cu. Yds. @ $ 1.70	-	-	$ 1,147.50
Oil Aggregates				
1½ -3/4				
3/4-½	3205.5 Cu. Yds. @ $2.30	-	-	$ 7,372.65
½ -¼				
¼-10				
Equipment Moving Charge				$ 500.00
Haulling & Placing Screenings				$ 72.40
Total amount for material and work done on Job # 4279				$17,754.05
Total Amount Paid to date				$11,995.56
Amount due and not paid to date				$ 5,758.49

I suppose it will be necessary to file on job so would appreciate the name of the bonding Co. on this job.

Very truly yours,

Arthur Simonsen
Arthur Simonsen

REFERRED TO
BY SECRETARY

FILED ON CARD

RECEIVED
AUG 8 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 29 1955
FOR FILING

S-17111
4279

July 28, 1955

CERTIFIED MAIL

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 4279 for work performed on the Mission-Cayuse Section of the Adams-Mission Road in Umatilla County was completed by the contractor, K.C. Dack Construction Co., on May 27 and was formally accepted by the Highway Commission on June 30, 1955.

Final payment in the amount of $2,843.03 will be released to the contractor on or after August 8, 1955. The total contract amount is $87,112.82 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Amerata & Schram
440 Mead Bldg.
Portland 4, Oregon

NOTED ON CARD
gl

RECEIVED
JUN 16 1955
FOR FILING

[illegible]
[illegible]

June 15, 1955

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, California

Gentlemen:

It is the intention of the State Highway Commission to release to K. C. Dack Construction Co. a portion of the funds heretofore retained by the Commission in connection with contract No. 4279, covering the Mission-Cayuse Section of the Adams-Mission Road in Umatilla County.

This payment, in the amount of $21,269.31, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $2,606.28. The present payment will be released on or after June 25, 1955.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl

cc: Amerata & Schram
440 Mead Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
JUN 8 1955
FOR FILING

S-171 (1)
4279

June 6, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on May 27, 1955, on Contract No. 4279, Mission-Cayuse Section, in Umatilla County, in connection with Federal Aid Project No. S-171 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DEP:ia

cc: John Cattrall

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report #35

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 27, 19 55

Kind of work Grading & Oil Mat Surfacing

Section prefix 530-1040

on Mission-Cayuse

Contract number 4279

hway Adams-Mission County Road

Date of completion June 30, 19 55

ntractor K. C. Dack Const. Co.

Estimated date of completion May 27, 19 55

te of contract Sept. 15, 19 54

Per cent of time elapsed 88.0 %

te work started October 27, 19 54

roject Authorization $ 101,982.94

$ 89,500.00

Exclusive of Engineering $ 94,730.83

100 %

Estimated cost of completed project, exclusive of engineering

Date project was completed May 27, 19 55

Per cent of contract completed, based on total contract price 125.3 %

Engineering Authorization $7,252.12

Engineering cost to date $9,092.21

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Finished the cleaning up and everything, completing the section May 27.

Broomed road twice the past week.

Signed A. S. Hodge

Address Pendleton

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

Binder 0-11

	GRADING	SURFACING	[illegible]	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.1	5.1	5.1	5.1	
Miles partially completed					
Miles completed	5.1	5.1	5.1	5.1	
Total estimated quantities	17,500	23,690	675	3205	
Estimated quantities moved or placed to date	17,500	23,690	675	3205	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				3	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders 1, Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., Trucks 1, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Pt. cloudy		
Monday	Pt.cloudy		
Tuesday	Rain		
Wednesday	Pt.fair		
Thursday	Cloudy-rain		
Friday	Fair		
Saturday	Fair		

State Printing

1412

Form PR 2 (Revised 1950)

ondary

ECEIVED
MAR 22 1955
FOR FILING

FORM E-30X 37½ 3-54 73730

S-171 (1)

4279

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 21, 1955

NO:
W. C. WILL

SUBJECT:

To: Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

Dear Sir:

The subcontract between K. C. Dack and the Russell Olson Construction Company covering the loading, hauling and placing of Items 18, 20 and 21, and the performance of all Items 19, 22, 23 and 24, on the Mission-Cayuse Contract No. 4279, Oregon S-171 (1), is approved and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

Encls.

cc to: W. C. Williams
C. G. Polk (2)

1462

Form PR 2 (Revised 1950)

State Oregon

Project No. S-171(1)

S-171(1)
4279

Federal Aid Secondary

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

Memorandum of Agreement made this 28th day of October, 1954, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 10th day of May, 1954, a program, which was approved on the 1st day of June, 1954, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were approved ~~recommended for approval~~ by the District Engineer of the Bureau of Public Roads on the 23rd day of July, 1954; and

Whereas the District ~~Division~~ Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of sixty-one thousand, eight hundred and 00/100 dollars ($61,800.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11370-5

A4.62

Note: Cash has been deposited by Umatilla County with the Highway Department.

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources Cash deposited by Umatilla County with the Highway Department.
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 30+00 on the north line of Section 14, T. 2 N., R. 33 E., W.M., and survey station 298+92.03 in the NW 1/4, Section 10, T. 2 N., R. 34 E., W.M., without exception, ______, length 5.103 miles, in Umatilla County, being Oregon Federal Aid / Secondary project No. S-171(1), consisting of 5.103 miles of roadway and no bridges, exxx of more than 20 feet clear span, ______ oxxxxxxxxxx

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of sixty-one thousand, eight hundred and 00/100 dollars ($61,800.00), which does not exceed the authorized Federal pro rata share of ninety-nine thousand, seven hundred sixteen and 65/100 dollars ($99,716.65), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available) Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Note: Cash has been deposited by Umatilla County with the Highway Department.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Ben R. Chandler
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

Attest H B Glaisyer
SECRETARY

[illegible] FOR APPROVAL
STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By *Division Engineer,*
Bureau of Public Roads.

A4.62

RECEIVED
NOV 17
DIVISION

NOV 23 1954

RECEIVED
OCT 15 1954
OREGON

[illegible] County with the Highway Department.

Federal Aid Secondary
Project No. S-171(1)

Oregon State Highway Department

MISSION-CAYUSE SECTION

OF THE ADAMS MISSION ROAD IN UMATILLA COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 24, 1954

Type Code 5231
Roadway (Sta. 30+00 to 298+97.03)(Contract No. 4279)

All Required	Clearing and Grubbing		$ 3,900.00
250 cu.yd.	Drainage Excavation, Unclassified	$ 2.50	625.00
20,000 cu.yd.	General Excavation, Unclassified	0.34	6,800.00
43,900 yd.sta.	Short Overhaul	0.02	878.00
980 C-yd.sta.	Long Overhaul	0.50	490.00
5.10 miles	Finishing Roadbed and Slopes	500.00	2,550.00
6 lin.ft.	18-inch Corrugated Metal Pipe	5.90	35.40
30 lin.ft.	24-inch Corrugated Metal Pipe	6.80	204.00
46 lin.ft.	60-inch Corrugated Metal Pipe	27.85	1,281.10
150 lin.ft.	12-inch Concrete Pipe	2.25	337.50
520 lin.ft.	18-inch Concrete Pipe	3.65	1,898.00
10 lin.ft.	30-inch Concrete Pipe	6.75	67.50
80 lin.ft.	36-inch Concrete Pipe	9.75	780.00
50 lin.ft.	Salvaging Culvert Pipe	3.00	150.00
154 cu.yd.	Class "A" Concrete	70.00	10,780.00
20,000 lbs.	Metal Reinforcement	0.12	2,400.00
20,500 cu.yd.	Coarse Gravel in Base	0.85	17,425.00
4,900 cu.yd.	3/4" - 0 Gravel in Base & Shoulders	2.40	11,760.00
530 M-gal.	Sprinkling	3.00	1,590.00
650 cu.yd.	3/4" - 0 Gravel in Binder Course	3.00	1,950.00
3,100 cu.yd.	Furnishing and Placing Aggregates	3.00	9,300.00
100 tons	Furnishing and Placing MC-2 Asphalt	42.50	4,250.00
220 tons	Furnishing and Placing 150-200 Asphalt	40.00	8,800.00
70 tons	Furnishing and Placing RS-1 Asphalt	40.00	2,800.00
	Subtotal		$90,651.50
	10% Engr. & Cont.		9,065.15
	Total		$99,716.65

Length of Roadway	5.103 miles
Cost of Roadway per mile	$19,540.78

Federal Funds- -	$61,800.00
State Funds- -	18,958.32
County Funds- -	18,958.33
	$99,716.65

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

Funds for Maint: Chap. 529, laws 1939.

Note: Cash has been deposited by Umatilla County with the Highway Department.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-171 (1)

MISSION-CAYUSE SECTION
OF THE ADAMS-MISSION ROAD IN UMATILLA COUNTY

(Estimate to accompany plans and specification. Not as a basis for project agreement)

Salem, Oregon, July 9, 1954

Type Code 5231
Roadway (Sta. 30+00 to Sta. 298+97.03)

			$	$
All Required		Clearing and Grubbing		1,000.00
250	cu. yd.	Drainage Excavation, Unclassified	2.75	687.50
20,000	cu. yd.	General Excavation, Unclassified	0.45	9,000.00
43,900	yd. sta.	Short Overhaul	0.015	658.50
980	C-yd. sta.	Long Overhaul	0.45	441.00
5.10	miles	Finishing Roadbed and Slopes	600.00	3,060.00
6	lin. ft.	18-inch Corrugated Metal Pipe	5.00	30.00
30	lin. ft.	24-inch Corrugated Metal Pipe	7.00	210.00
46	lin. ft.	60-inch Corrugated Metal Pipe	30.00	1,380.00
150	lin. ft.	12-inch Concrete Pipe	2.00	300.00
520	lin. ft.	18-inch Concrete Pipe	3.50	1,820.00
10	lin. ft.	30-inch Concrete Pipe	6.00	60.00
80	lin. ft.	36-inch Concrete Pipe	9.00	720.00
50	lin. ft.	Salvaging Culvert Pipe	2.00	100.00
154	cu. yd.	Class "A" Concrete	55.00	8,470.00
20,000	lbs.	Metal Reinforcement	0.12	2,400.00
20,500	cu. yd.	Coarse Gravel in Base	0.90	18,450.00
4,900	cu. yd.	3/4" - 0 Gravel in Base and Shoulders	2.50	12,250.00
530	M-gal.	Sprinkling	2.50	1,325.00
650	cu. yd.	3/4" - 0 Gravel in Binder Course	3.50	2,275.00
3,100	cu. yd.	Furnishing and Placing Aggregates	3.75	11,625.00
100	tons	Furnishing and Placing MC-2 Asphalt	43.00	4,300.00
220	tons	Furnishing and Placing 150-200 Asphalt	41.00	9,020.00
70	tons	Furnishing and Placing RS-1 Asphalt	43.00	3,010.00
		Subtotal		$ 92,592.00
		10% Engr. & Cont.		9,259.20
		Total		$101,851.20

Length of Roadway 5.103 miles
Cost of Roadway per Mile $19,959.08

Federal Funds	$ 63,100.00
State Funds	19,375.60
County Funds	19,375.60
	$101,851.20

RECEIVED
NOV 8 1954
FOR FILING

S-171(1)
4279

November 4, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 27, 1954, on Contract No. 4279, Mission-Cayuse Section, in Umatilla County, in connection with Federal Aid Project No. S-171 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:ia

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OCT 6 - 1954
FOR FILING

S VII(1)

October 5, 1954

K. C. Dack Construction Co.
Box 35
Milton-Freewater
Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4279, which was awarded to you on September 15, 1954 by the State Highway Commission, for grading and oil mat surfacing on the Mission-Cayuse Section of the Adams-Mission Road in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

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encl.

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SEP 22 1954
FOR FILING

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

September 15, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project S-171(1), Mission-Cayuse Section of the Adams-Mission Road, we hereby concur as of this date in award of contract to K. C. Dack Construction Company of Milton-Freewater, Oregon, low bidder in the amount of $90,651.50 at the August 9, 1954 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

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[illegible] 1954
OREGON
STATE HIGHWAY COMMISSION

D

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SEP 16 1954
FOR FILING

S-17/(1)
4277

[illegible]

[illegible] Construction Co.
[illegible]

Gentlemen:

The State Highway Commission on [illegible] awarded your proposal for grading and oiling on the [illegible] section of the [illegible] in [illegible] County for the sum of $[illegible] and referred it to the State Highway Engineer with authority to award the contract to you as certain conditions [illegible] fulfilled. This note is to inform you that such conditions have now been satisfied, and that the State Highway Engineer today awarded you the contract in accordance with the Commission's authorization. [illegible] contract No. [illegible].

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

[illegible]

Secretary

[illegible]

[illegible]

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

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E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
September 15, 1954
10:00 a.m.

R. S. [illegible] Construction Co.
Milton-Freewater, Oregon

Contract for Mission-Cayuse Section of Adams-Mission County Road in Umatilla County for which you submitted the low bid on August [illegible] awarded you today. Contract [illegible] follow shortly.

Lloyd Quary, Assistant Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:dw

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FOR FILING

-171

4977

September 15, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and oiling work on the Mission-Cayuse Section of the Adams-Mission County Road in Umatilla County, Project S-171 (1), to the K. C. Dack Construction Co. of Milton-Freewater, Oregon, on the basis of the bid of $90,651.50 submitted on August 9, 1954.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:dw

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[illegible]
[illegible]

5-171.(1)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 20, 1954

SUBJECT:

To:

Mr. C. H. Maison
Manager, Accounting Division

Attached is Umatilla County Warrant No. 242 in the amount of $20,400. This amount represents the county's participation in the Mission-Cayuse project on FAS 473.

Jn F. Hagem

John F. Hagemann
Asst. Engr., County and City Relations

JDG:MM
Att.

cc: H. B. Glaisyer

NOTED
FLOYD QUERY

RECEIVED

FILING

August 11, 1954

K. C. Dack Construction Company
P. O. Box 55
Milton-Freewater, Oregon

Gentlemen:

The State Highway Commission on August 9, 1954 accepted your bid in the amount of $70,651.50 for grading and oiling 5.10 miles of the Mission-Cayuse section of the Adams-Mission County Road about 6.4 miles east of Pendleton in Umatilla County, which was the low bid received for that job.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

ehr

cc S. H. Probert
H. G. Smith
R. G. Savage, SIAC

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

File

Const
Fed Aid
Prog & Prog

S-171(1)

July 23, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project S-171(1), Mission-Cayuse Section of the Adams-Mission Road in Umatilla County. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Please furnish the usual copies of maintenance and encroachment resolution to cover this project.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

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OREGON
STATE HIGHWAY COMMISSION

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FOR FILING

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[illegible]

S-171(1)

Salem, Oregon
July 27, 1954

191
55

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Umatilla County covering the Mission-Cayuse Section of the Adams-Mission Road, FAS 473, in Umatilla County.

The originals of each of the above agreements have been retained in this office for the Commission's files and one fully executed copy of each have been sent to the County Court of Umatilla County.

Yours very truly

Secretary

rn
Attach:

FORM E-30 20M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 20, 1954

SUBJECT:

To: Mr. W. C. Williams
OFFICE

[illegible]
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies of a finance agreement covering the Mission-Cayuse Section of the Adams-Mission Road, FAS 473, in Umatilla County. Two copies of the agreement have been executed by the proper county officials and are now ready for presentation to the Highway Commission. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the Mission-Cayuse Section project. After signature by the Highway Commission, please return four either certified true or fully executed copies to this office for transmittal to the B.P.R.

The Mission-Cayuse Section project was approved by the Highway Commission on January 21, 1954.

John W. Cattrall
Engineer, County and City Relations

By

John D. Graham

John D. Graham
Office Engineer

JDG:MM
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE January 21, 1954
Secretary

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JUL 27 1954
FOR FILING

Court
Federal
[illegible]

5-171(1)

July 27, 1954

County Court of Umatilla County
Court House
Pendleton, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Umatilla County one fully executed copy each of a Finance Agreement and Maintenance Agreement between the State Highway Commission and Umatilla County covering the Mission-Cayuse Section of the Adams-Mission Road, FAS 473, Umatilla County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

Const
Fed. Aid
Prog. & Proj
S-171( )

July 23, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project FAS 171
Adams-Mission Road, Umatilla County

Dear Sir:

The sketch map, subject project, dated May 1954 is approved today subject to the following conditions:

> That the railroad grade crossing within the limits of the project shall be eliminated or adequately protected in accordance with General Administrative Memorandum No. 63.
>
> That adequate signs and protective devices be installed warning of the narrow bridges on the route until such time as new bridges are constructed.

Very truly yours,

CG Polk
C. G. POLK
District Engineer

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JUL 28 1954
OREGON
STATE HIGHWAY COMMISSION

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FOR FILING

[illegible]
Fed. Aid
[illegible]

S-171(1)

July 19, 1954

Mr. John R. Gray
County Engineer & Roadmaster
Pendleton, Oregon

Dear Sir:

Mr. John F. Hagemann, Assistant Engineer, County and City Relations, has referred to me your letter of July 16 having reference to the request of County Commissioner J. E. Olinger that alternate bids, using concrete pipe and corrugated metal pipe, be called on the Mission-Cayuse Federal-aid Secondary Highway.

I wish to advise that this is contrary to the policy of the State Highway Department, which specifies concrete pipe in areas near production plants and corrugated pipe in areas where the haul on concrete pipe would make the concrete pipe more expensive than metal. On the Mission-Cayuse job it is quite certain that concrete pipe would be less costly and this was well exemplified by bid prices on the Emigrant Hill Section of US30. The policy that we are now using has been accepted by the manufacturers of different types of pipe, which policy has ended former controversies.

Inasmuch as the Highway Commission has standard plans and specifications, we do not wish to divert from such on the Mission-Cayuse job or any other project, particularly as we know that no saving in cost can be effected.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. J. W. Cattrall

WCW:me fp

John R. Gray
~~F. B. HAYES~~
COUNTY ENGINEER

UMATILLA COUNTY
ROAD OFFICE
PENDLETON, OREGON

July 16, 1954

NOTED
W. C. WILLIAMS

John F. Hagemann, Asst. Engr.,
County and City Relations
Oregon State Highway Department
Salem, Oregon

Dear Sir:

The County Court has ordered me to instruct you to ask for alternate bids using concrete pipe or corrugated metal pipe on the Mission-Cayuse, Federal Aid Secondary Highway.

Mr. Olinger was very insistent that this be done.

Very truly yours,

John R. Gray
John R. Gray
County Engineer & Roadmaster

JRG/jld

Copy made for J. Cottrell

RECEIVED
JUL 19 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 21 1954
FOR FILING

Const
Fed. Aid
Prog. & Proj.

S-171(1)

July 19, 1954

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This letter will confirm for the records that your July 1, 1954 request for approval of individual project program change in Item 276, Project S-171(1), Supplement No. 25, Federal-aid Secondary Highway Program, was approved by our Division Office July 6, 1954.

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
JUL 20 1954
OREGON
STATE HIGHWAY COMMISSION

Original to
Mr. Breckert

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JUN [illegible]
FOR FILING
Const
Fed Aid
Prog & Prog

FAS 171

June 7, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are sending under separate cover four copies of project statement map for the Adams-Mission Road Section, Project No. FAS 171.

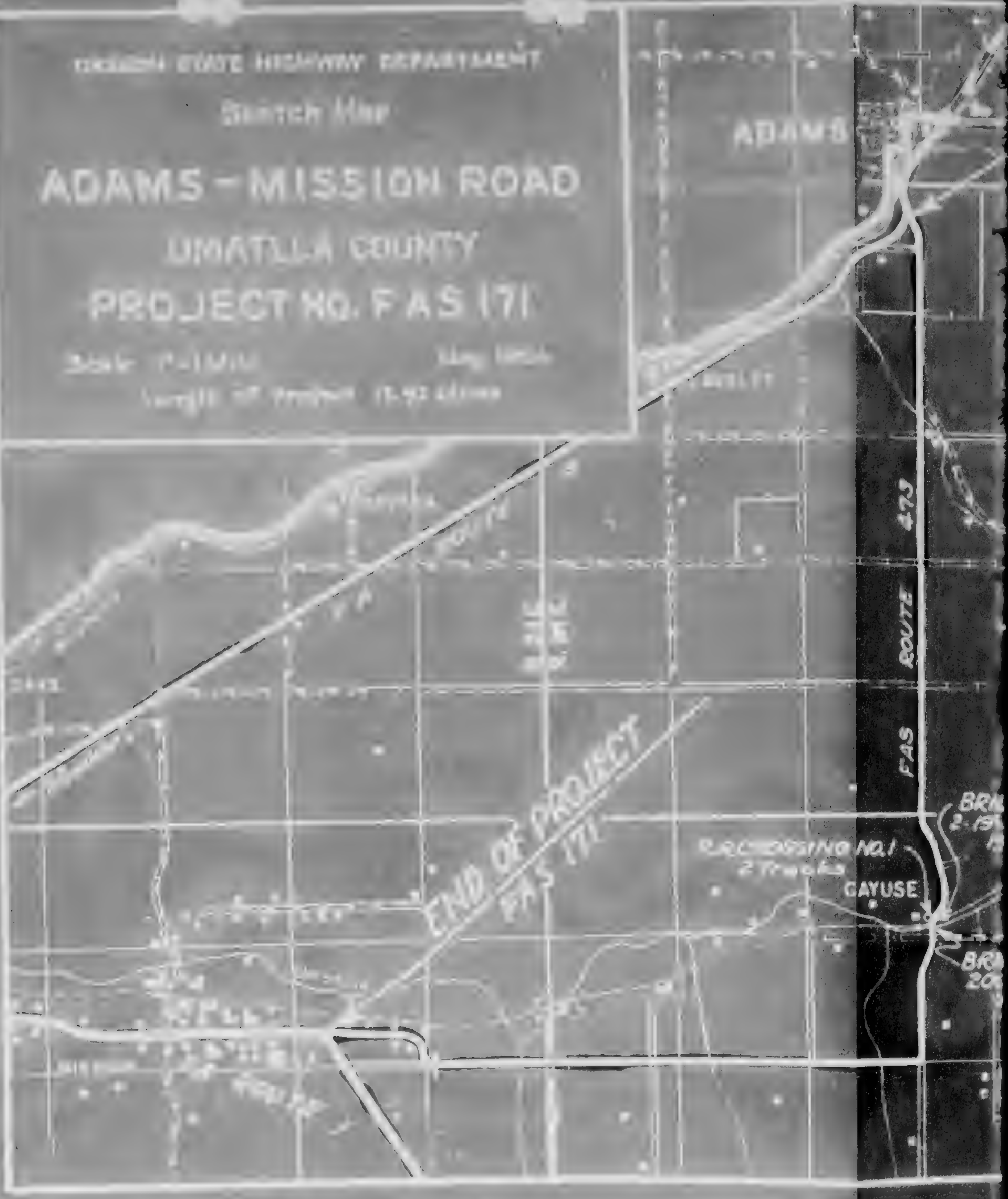
Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

JWH:gm



OREGON STATE HIGHWAY DEPARTMENT

Sketch Map

ADAMS - MISSION ROAD

UMATILLA COUNTY

PROJECT NO. F A S 171

Scale 1"=1 Mile May 1954

Length of Project 11.92 Miles

ADAMS
COUNTY
CAYUSE

File

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OREGON DISTRICT
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Fed [illegible]
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Mr

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

June 2, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Our Division Office has approved the request for individual project program change in Item 276, Project S-171(1), supplement No. 25, Federal-aid Secondary Highway Program, May 28, 1954, as follows: Termini - Mission Jct. to 1 mile So. of Cayuse, Length 4.00 miles.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
JUN 10 1954
SALEM
STATE HIGHWAY COMMISSION

S-175 (1) Middle Unit, Spray-Waterman 1954
Sec. of the Spray-Waterman
4280 County Road

S 175 (1)

R. H. Baldock

B

June 17th, 1955

Spray-Waterman Section
Contract #4280

FINAL COST ANALYSIS
Surfacing
C & W Crushing Co., Contractor
A. E. Bates, Resident Engineer

Spray-Waterman Road
Prefix 535-1016 S-175(1)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*2"-0" Material in Base	18,079	Cu. Yd.	$1.98	$1.914	$34,618.20	$35,796.42
*3/4"-0" Material in Base	5,608	" "	1.98	1.914	10,738.89	11,103.84
*Sprinkling	1,216.5	M/Gal.	2.50	2.50	3,041.25	3,041.25
					$48,398.34	$49,941.51

* Work done all or part by C. C. Meisel

Gross Revenue	$49,941.51
Total Cost	48,398.34
Net Profit	$ 1,543.17

Net Profit Equals 3.1% of Gross Revenue

Contract #4280
Detail of Cost

Labor:		
Labor & Supervision	$10,108.16	
Labor Insurance	1,302.85	
		$11,411.01
Equipment Rentals & Misc. Supplies:		
Equipment Rentals (Owned)	$ 5,710.00	
Hired Equipment	5,824.66	
Gas, Oil & Grease	2,435.95	
Small Tools & Misc.	228.40	
Powder, Wire & Caps	2,870.45	
P.L. & P.D. Insurance	126.35	
Freight & Cartage	1,552.87	
Bond	374.50	
Home Office & General Overhead	610.70	
		19,733.88
		$31,144.89
Paid to C. C. Meisel for Hauling & Placing Crushed Rock		14,212.20
" " " " " " Hauling Water		3,041.25
Total Cost		$48,398.34

Breakdown of Crushing Cost

Item	Quantity	Unit	Total Cost	Unit Cost
Move In & Set Up	23,687	Cu. Yd.	$ 4,403.48	$0.186
Drill & Shoot	"	" "	9,051.29	0.382
Load & Haul to Crusher	"	" "	4,648.66	0.196
Crushing	"	" "	13,041.46	0.55
Cost in Bunker			$31,144.89	$1.314

Remarks:

This was a "Federal Aid Secondary Project" calling for the construction of 5.81 miles of rock surfacing. The contract was bid August 10th, 1954, and the project was completed November 23rd, 1954.

On October 4th, 1954 the contractor started moving a three-crusher plant into the quarry located on the westerly side of and 0.11 mile distant from the located highway at Station 120+00 on the Spray-Waterman County Road.

The contractor operated 291 working hours for an average production of 82 cu. yd. per hour. A very small amount of downtime was encountered on this project.

C. C. Meisel (subcontractor) hauled and placed all crusher materials on this project for a bid price of 60 cents a yard. He also subcontracted the sprinkling at bid prices.

The contractor, having good production with very little downtime, was able to realize a small profit from this project.

Oscar Cutler
Chief Cost Analyst

By . . K. T. Wechter

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-175(1)

OREGON STATE HIGHWAY DEPARTMENT
(date)
[illegible] 1955

(CONTRACTOR)
C & F Crushing Co.

(EST. NO.)
[illegible]

(DATE)
1/12/55

ACT NO.)
4280

(AMOUNT)
$1,[illegible].25

(WARRANT NO.)
B-[illegible]

CHER NO.)
17

. H. B. Glaisyer:

he warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

Specified Completion Date: Nov. 30, 1954

Time Extensions: None

Completion Date: Nov. 24, 1954

Date Accepted: Jan. 18, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-21-55

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: Ruth Rawlings

AND

12-29-54

RECEIVED
DEC 30 1954
FOR FILING

5-11561
4280

December 29, 1954

REGISTER MAIL

Maryland Casualty Co.
Baltimore 3,
Maryland

Gentlemen:

State highway contract No. 4280 for work performed on the Middle Unit, Spray-Waterman Section of the Spray-Waterman road in Wheeler County was completed by the contractor, C. [illegible] Crushing Co., on November 24, 1954, but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $1,498.25 will be released to the contractor after acceptance by the Commission. The total contract amount is $49,941.51, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - Maryland Casualty Company
Martin Knutsen & Son
189 12th St.
Astoria, Oregon

NOTED ON CARD
12-29-54

RECEIVED
DEC 15 1954
FOR FILING

S-172 (1)
[illegible]

December 15, 1954

REGISTERED MAIL

Maryland Casualty Company
Baltimore 3
Maryland

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to C. & W. Crushing Company on contract No. 4280, covering surfacing on the Middle Unit, of the Spray-Waterman Section of the Spray-Waterman Road in Wheeler County.

This payment, in the amount of $16,574.26 will be released to contractor on or after December 27, 1954. The retained percentage is $1,498.25.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

Maryland Casualty Company
cc: Martin Knutsen & Son
189 12th Street
Astoria, Oregon

NOTED ON CARD

RECEIVED
DEC 7 - 1954
FOR FILING

S-175(1)

December 6, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 24, 1954, on Contract No. 4280, Middle Unit, Spray-Waterman Section, in Wheeler County, in connection with Federal Aid Project No. S-175 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc: John Cattrell

DBP:cb

Form E-61—20M—1-54

RECEIVED
DEC 1 - 1954
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project	Middle Unit, Spray-Waterman	Prefix No.	535-1016
Highway	Spray-Waterman	County	Wheeler
Contractor S-175(1)	[illegible] Crushing Co. Contract No. 4280	F. A. Project No.	-175 (1)
Submitted by	[illegible] Bates	Date reported	Nov. 30, 1954

435[illegible]

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material 0.11 mi. [illegible] of Station 120+00

Sampled at Crusher

To be used Top Course Surf.

Sampled by Eldon Towers

Date received Nov. 29, 1954

Quantity represented 1000 c.y.

TEST RESULTS

Laboratory No. 353307

Data Sheet No. A 32110

Type of material 3/4"-0 Crushed Rock Sample B

Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
3/4	0	0	
1/2	5.8	5.8	
3/8	18.8	24.6	
1/4	19.1	43.7	
10	29.6	73.3	
40	17.8	91.1	
Pass	8.9	8.9	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	
Specific gravity (Le Chatelier)	
Unit weight, dry rodded, lbs. per cubic foot	
Unit weight, loose, lbs. per cubic foot	
Fineness factor	
Sodium sulfate test, per cent loss	
Asphalt stripping: Natural fines	
Manufactured fines	
Plasticity index: Natural fines	8 %
Manufactured fines	%
Liquid limit: Natural fines	33 %
Manufactured fines	%

NOTED
W. C. WILLIAMS

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess PI

RECEIVED
DEC - 1 1954
DIVISION ENGINEER

TEST REPORT DISTRIBUTION:
- x Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Chandler
- x Resident Engineer Bates
- Dist. Maint. Supt.
- Foreman
- x Files
- x W. C. Williams
- x Geology and Soils

Engineer of Materials

State Printing 72213

Form E-1—10M

5-115 (1)

9

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 27, 1954

Section Middle Unit, Spra y - Waterman

Kind of work Surfacing

Highway Spray - Waterman County Road

Section prefix 535-1016

Contractor C & W Crushing Co.

Contract number 4280

Date of contract September 21, 1954

Date of completion November 30, 1954

Date work started October 4, 1954

Estimated date of completion November 24, 1954

Amount of contract $59,743.13

Per cent of time elapsed 91 %

Estimated cost of completed project, exclusive of engineering $49,951.41

Per cent of contract completed, based on total contract price 94.06 %

Engineering cost to date $2552.12, 60 %

Date project was completed November 24, 1954

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor finished crushing rock at noon Monday the 22d and finished the project at 5:00 p.m. Wednesday the 24th, 1954.

RECEIVED
NOV 29 1954
OFFICE OF
CONSTRUCTION ENG

NOTED
[illegible]

Signed R Hagdorn (for A.W. Bates)

Address Prineville, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		5.8			
Miles partially completed		5.8			
Miles completed		5.8			
Total estimated quantities		23,692			
Estimated quantities moved or placed to date		23,692			
Average daily quantities		660			
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		19			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants 1

Compressors 1, Bulldozers 1, Sheep-foot rollers ...., Trucks 6 ...., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	Cloudy		
Wednesday	Clear		
Thursday	"		
Friday	"		
Saturday	"		

State Printing

Form PR 2 (Revised 1950)

144A

State Oregon

Project No. S-175(1)

Federal Aid Secondary

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

S-175(1)

4280

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 26th day of October, 1954, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 6th day of July, 1954, a program, which was approved on the 13th day of July, 1954, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were ~~recommended for approval~~ approved by the District Engineer of the Bureau of Public Roads on the 23rd day of July, 1954; and

Whereas the ~~Division~~ District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of thirty-two thousand, four hundred and 00/100 dollars ($32,400.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources Cash deposited by Wheeler County with the Highway Department.
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 9+00 in the NW 1/4, Section 3, T. 10 S., R. 24 E., W.M., and survey station 316+80 in the SE 1/4, Section 32, T. 10 S., R. 24 E., W.M., without exception,

, length 5.809 miles, in Wheeler County, being Oregon Federal Aid / Secondary project No. S-175(1), consisting of 5.809 miles of roadway and no bridges, [illegible] of more than 20 feet clear span, of [illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of **thirty-two thousand, four hundred and 00/100** dollars ($32,400.00), which does not exceed the authorized Federal pro rata share of **fifty-eight thousand, four hundred fifteen and 50/100** dollars ($58,415.50), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to **the State Treasurer** (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon** (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available) **Chapter 529, Laws 1939.**

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest

SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By

~~Acting~~ *Division Engineer,*
Bureau of Public Roads.

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NOV 17 1954
DIVISION 8

NOV 2 1954

RECEIVED
OCT 15 1954

Oregon State Highway Department

Federal Aid Secondary
Project No. S-175 (1)

MIDDLE UNIT, SPRAY-WATERMAN SECTION
OF THE SPRAY-WATERMAN ROAD IN WHEELER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 24, 1954

Type Code 2010
Roadway (Sta. 9+00 to Sta. 316+80)(Contract No. 4280)

19,900 cu.yd.	2" - 0 Rock in Surfacing	$1.98	$39,402.00
6,100 cu.yd.	3/4" - 0 Rock in Surfacing	1.98	12,078.00
650 M-gal.	Sprinkling	2.50	1,625.00
	Subtotal		$53,105.00
	10% Engr. & Cont.		5,310.50
	Total		$58,415.50

Length of Roadway	5.809 miles
Cost of Roadway per mile	$10,056.03

Federal Funds- -	$32,400.00
State Funds- -	10,800.00
County Funds -	15,215.50
	$58,415.50

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

Funds for Maint: Chap. 529, laws 1939.

Note: Cash has been deposited by Wheeler County with the Highway "epartment.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-175 (1)

MIDDLE UNIT, SPRAY-WATERMAN SECTION OF THE SPRAY-WATERMAN ROAD IN WHEELER COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 20, 1954

Type Code 2010
Roadway (Sta. 9/00 to Sta. 316/80)

19,900	cu. yds.	2" - 0 Rock in Surfacing	$1.75	$34,825.00
6,100	cu. yds.	3/4" - 0 Rock in Surfacing	1.90	11,590.00
650	M-gal.	Sprinkling	2.50	1,625.00
			Subtotal	$48,040.00
			10% Engr. & Cont.	4,804.00
			Total	$52,844.00

Length of Roadway	5.809 miles
Cost of Roadway per mile	$9,096.91

Federal Funds	$32,400.00
State Funds	10,222.00
County Funds	10,222.00
	$52,844.00

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OCT 18 1954
FOR FILING

S-145(1)
4.[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 15, 1954

SUBJECT:

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
P. O. Box 151
Bend, Oregon

W. C. [illegible]

Dear Sir:

It is noted that Laboratory Reports No. 349756, 349755 and 349757 on the Middle Unit of the Spray-Waterman Contract No. 4280 show an excessive amount of P.I. in the 2"-0" crushed rock.

Please see that this condition is corrected before any material is placed on the road.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:js

cc: W. C. Williams
Alfred W. Bates

Form K-61—30M—1-54

S-175(1)

7

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project	Middle Unit, Spray-Waterman	Prefix No.	535-1016
Highway	Spray-Waterman	County	Wheeler
Contractor	C. & W. Crushing Co. Contract No. 4280	F. A. Project No.	S-175 (1)
Submitted by	A. W. Yates	Date reported	Oct. 14, 1954

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material 0.11 mi. west of Station 120

Sampled at Crusher

To be used	Base Surf.	Date received	Oct. 13, 1954
Sampled by	Walter Bush	Quantity represented	1000 c.y.

TEST RESULTS

Laboratory No. 349757

Type of material 2"-0 Crushed Rock

Data Sheet No. A 32101

Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2	0	0	
1½	9.8	9.8	
1	12.8	22.6	
3/4	5.3	27.9	
1/2	19.6	47.5	
1/4	20.4	67.9	
10	18.1	86.0	
40	5.3	91.3	
-40	8.7	8.7	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	10	%
Manufactured fines		%
Liquid limit: Natural fines	35	%
Manufactured fines		%

NOTED
W. C. WILLIAMS

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:
x Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Chandler
x Resident Engineer Yates
Dist. Maint. Supt.
Foreman
x Files
x W. C. Williams
x Geology and Soils

Engineer of Materials

State Printing 72213

31—30M—1-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project: Middle Unit, Spray-Waterman
Highway: Spray-Waterman
Contractor: C. & W. Crushing Co.
Contract No. 4280
Submitted by: A. W. Bates
Prefix No. 535-1016
County: Wheeler
F. A. Project No. S-175(1)
Date reported: Oct. 14, 1954

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material: 0.11 mi. W. of Sta. 120, Spray-Waterman Co. Rd.
Sampled at: Crusher
To be used: Base Surfacing
Sampled by: Walter Bush
Date received: Oct. 13, 1954
Quantity represented: 1000 c.y.

TEST RESULTS

Laboratory No. 349755
Data Sheet No. A32102
Type of material: 2"-0 Cr. Rock
Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2½	0	0	
2	.7	.7	
1½	21.1	21.8	
1	28.4	50.2	
3/4	6.6	56.8	
1/2	12.2	69.0	
1/4	14.6	83.6	
10	8.7	92.3	
40	3.6	95.9	
P40	4.1	4.1	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	18.1	
Specific gravity (Le Chatelier)	2.82	
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	15	%
Manufactured fines		%
Liquid limit: Natural fines	37	%
Manufactured fines		%

NOT
W. C. WILL

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I. Deficient in material passing ¼".

TEST REPORT DISTRIBUTION:
- x Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Chandler
- x Resident Engineer Bates
- Dist. Maint. Supt.
- Foreman
- x Files
- x W. C. Williams
- x Geology & Soils

Engineer of Materials

State Printing 72213

1—20M—1-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project Middle Unit, Spray-Waterman
Highway Spray-Waterman
Contractor C. & W. Crushing Co.
Contract No. 4280
Submitted by A. W. Bates

Prefix No. 535-1016
County Wheeler
F. A. Project No. S-175(1)
Date reported Oct. 14, 1954

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material 0.11 mi. W. of Sta. 120
Sampled at Crusher
To be used Base Surfacing
Sampled by Walter Bush
Date received Oct. 13, 1954
Quantity represented 1000 c.y.

TEST RESULTS

Laboratory No. 349756
Data Sheet No. A32103
Type of material 2"-0 Cr. Rock
Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2	0	0	
1½	12.4	12.4	
1	12.4	24.8	
3/4	10.2	35.0	
1/2	13.4	48.4	
1/4	18.6	67.0	
10	18.6	85.6	
40	6.2	91.8	
P40	8.2	8.2	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	16	%
Manufactured fines		%
Liquid limit: Natural fines	41	%
Manufactured fines		%

NOTED
W. C. WILLIAMS

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:

- x Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Chandler
- x Resident Engineer Bates
- Dist. Maint. Supt.
- Foreman
- x Files
- x W. C. Williams
- x Geology & Soils

Engineer of Materials

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RECEIVED
OCT 15 1954
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S-175(1)
[illegible]

October 13, 1954

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 4, 1954 on Contract No. 4280, Middle Unit, Spray-Waterman Section, in Wheeler County, in connection with Federal Aid Project No. S-175 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:bb

RECEIVED
OCT 1 3 1954
FOR FILING

-175( )
[illegible]

October 12, 1954

C. & W. Crushing Co.
Hamlet Route
Seaside, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4280, which was awarded to you on September 21, 1954 by the State Highway Commission, for surfacing on the Middle Unit, Spray-Waterman Section of the Spray-Waterman Road in Wheeler County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

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SEP 23 1954
FOR FILING

S-175(1)
4 [illegible]

September 21, 1954

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for surfacing construction on the Middle Unit of the Spray-Waterman Section of the Spray-Waterman County Road in Wheeler County, Project S-175 (1), to the C. & W. Crushing Co. of Seaside, Oregon, on the basis of the bid of $53,105.00 submitted on August 10, 1954.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:dw

File

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FOR FILING

S-175(1)

4

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

September 21, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today, advising that all rights of entry have been acquired for Oregon Project S-175 (1), Middle Unit, Spray-Waterman Road in Wheeler County, we hereby concur as of this date in award of contract to C & W Crushing Company of Seaside, Oregon, low bidder in the amount of $53,105.00 at the August 10, 1954 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
SEP 22 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 22 1954
FOR FILING

5-[illegible] (1)

September [illegible], 1954

[illegible] Company
[illegible] Route
[illegible]side, Oregon

Gentlemen:

The State Highway Commission on August 10 accepted your proposal for the Middle Unit, Spray-Waterman Section of the Spray-Waterman County Road in Wheeler County for the sum of $[illegible],195.[illegible] and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4280.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

ml

cc - Mr. [illegible]
Mr. [illegible]
Mr. [illegible] Probert
Mrs. [illegible] Lewis

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram
FULL RATE TELEGRAM ☐
DAY LETTER ☐
NIGHT LETTER ☐

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE ☐
LETTER TELEGRAM ☐
SHIP RADIOGRAM ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
September 21, 1954
11:30 a.m.

[illegible] Co.
Hamlet [illegible]
Seaside, [illegible]

Contract for Middle Unit, Spray-Waterman Section of Spray-Waterman County Road in [illegible] County for which you submitted the low bid on August 10 awarded to you today. Contract forms follow shortly.

[illegible], Secretary
[illegible] HIGHWAY COMMISSION

cc - [illegible]
Accounting (5303-900)
Files
C. W. [illegible]

---

of this project indicates quite clearly that the Engineer's estimate was too low. The Engineer's estimate for 2" - 0 Rock was $1.75, whereas the low bid was $1.98, with no other bids under $2.00. Likewise, the Engineer's estimate for 3/4" - 0 Rock was $1.90, compared to the low bid of $1.98 and no other bid less than $2.10.

We feel that the bid submitted was entirely satisfactory and should be accepted. We recommend your concurrence in the award of this project.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams

WCW:me fp

RECEIVED
AUG 1 9 1954
FOR FILING

Const
Fed. Aid
Prog. & Proj.

S-175 (1)

August 18, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

On August 10 the State Highway Commission received bids for the construction of the Middle Unit, Spray-Waterman Section of the Spray-Waterman Road in Wheeler County, Federal-aid Project No. S-175 (1).

Nine bids were received, all being competent bidders, and the low bid was submitted by the C & W Crushing Company of Seaside in the amount of $53,105. Eight higher bids ranged up to a high bid of $74,230.

The Engineer's estimate on this project was $48,040, which the low bid exceeded by 10.5 per cent. A detailed study of the cost of this project indicates quite clearly that the Engineer's estimate was too low. The Engineer's estimate for 2" - 0 Rock was $1.75, whereas the low bid was $1.98, with no other bids under $2.00. Likewise, the Engineer's estimate for 3/4" - 0 Rock was $1.90, compared to the low bid of $1.98 and no other bid less than $2.10.

We feel that the bid submitted was entirely satisfactory and should be accepted. We recommend your concurrence in the award of this project.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams

WCW:me fp

RECEIVED
AUG 18 1954
FOR FILING

Const
Fed Aid
[illegible]
(S-175(1))

August 17, 1954

County Court of Wheeler County
Court House
Fossil, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Wheeler County one fully executed copy each of a Maintenance Agreement and Finance Agreement between the State Highway Commission and Wheeler County covering the Middle Unit, Spray-Waterman Section of the Spray-Waterman Road, FAS 318, in Wheeler County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

RECEIVED

FOR FILING

[illegible]

[illegible]

[illegible]

(S-220(6))

NO[illegible]
W. C. WILL[illegible]

August 17, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project S-220(6)
Mill City-Niagara - Price
Agreement No. 6

Dear Sir:

Subject price agreement provides for the placing of 2000 cu. yds. of 2"-0" crusher rejects along shoulders at a unit price of $1.75 per cu. yd., haul included.

Before approval, we should be informed why payment was not based on the specified method of payment for the use of such materials as outlined on Page 8, "Additional Special Provisions", under the heading "Disposition of Screen Rejections."

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
AUG 17 1954
OREGON
STATE HIGHWAY COMMISSION

Original to
Mr. Probert

RECEIVED
AUG 19 1954
FOR FILING

Salem, Oregon
August 17, 1954

Mr. John W. Gattrall
City & County Relations Dept.
Office

Attached for further handling are four certified copies of a Maintenance Agreement and one conformed copy of a Finance Agreement with Wheeler County covering the Middle-Unit, Spray-Waterman Section of the Spray-Waterman Road, FAS 319, in Wheeler County.

The originals of each of the above agreements have been retained in this office for the Commission's files and one fully executed copy of each have been sent to the County Court of Wheeler County.

Secretary

rw
Attach: 5

FORM E-30 25M 9-51 82815

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 5, 1954

SUBJECT:

To: Mr. W. C. Williams
OFFICE

One copy of Finance 'A' in [illegible]

Attached are three copies of a finance agreement covering the Middle Unit, Spray-Waterman Section of the Spray-Waterman Road, FAS 318, in Wheeler County. Two copies of the agreement have been executed by the proper county officials and are now ready for presentation to the Highway Commission. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission please return four either certified true or fully executed copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on October 29, 1953.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:MM
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 10-29-53 Minute Page 22530
Secretary

RECEIVED
AUG 5 1954
OFFICE OF
STATE HIGHWAY ENGINEER

"A"

RECEIVED
FOR FILING

August 11, 1954

C & W Crushing Company
Hamlet Route
Seaside, Oregon

Gentlemen:

The State Highway Commission on August 10, 1954 accepted your bid in the amount of $53,105.00 for construction of 5.61 miles of stone surfacing on the Middle Unit, Spray-Waterman Section of the Spray-Waterman County Road in Wheeler County which was the low bid received for that job.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

ehr

cc S. H. Probert
H. G. Smith
R. G. Savage, SIAC
G. S. Paxson

X

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

Const
Fed aid
Prog & ...

FAS 175

July 23, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project FAS 175
Spray-Waterman Road

Dear Sir:

The sketch map, subject project, is approved today subject to the following conditions:

> That adequate signs and protective devices be installed warning of the narrow bridge on the route until such time as a new bridge is constructed.

Very truly yours,

G. G. Polk

G. G. POLK
District Engineer

RECEIVED
JUL 28 1954
OREGON
STATE HIGHWAY COMMISSION

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

Cond
Fed aid
Prog & Proj

S-175(1)

July 23, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project S-175(1), Middle Unit, Spray-Waterman Section of the Spray-Waterman Road. This is to authorize your advertising for bids.

Please furnish the usual copies of maintenance agreement and encroachment resolution to cover this project.

Award of project will be withheld until notification that all rights of way or rights of entry have been acquired.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
JUL 29 1954
OREGON
STATE HIGHWAY COMMISSION

ust
ad. Aid
rog. & Proj.
S-175 (1)

July 19, 1954

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The addition of Item 279, Project S-175(1) to the Oregon Federal-aid Secondary Highway Program (Stage 2) was approved by the Acting Commissioner July 13, 1954.

The project will appear on the program as follows:

Item No.	279
County	Wheeler
Project No.	S-175(1)
FAS Route No.	318
State Route No.	County Road
Termini	9 mi. south of Spray to 3 mi. north of Waterman
Construction Cost:	
Total	$54,000
Federal Funds	$32,400
State Funds	$10,800
Other Funds (County)	$10,800
Length	5.80 miles
Character of Work Proposed:	2-lane low type surfacing.

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
JUL 20 1954
OREGON
STATE HIGHWAY COMMISSION

Original to
Mr. [illegible]

RECEIVED
FOR FILING

Current
Fed. Aid
[illegible]

July 14, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are sending under separate cover four copies of project statement map for the Spray-Waterman Section, Project No. FAS 175.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

JWH:dw

12-3410 Long Creek Maintenance 1954
Building

4281

12-3410 Long Creek Maintenance 1954
Building
4281

12 2-1
11-1

2

OREGON STATE HIGHWAY DEPARTMENT
(date)
May 12, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4281	3-Final	Lloyd G. Sperling	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
9240	R-122339	$ 1,396.66	5/11/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: **Jan. 31, 1955**

Time Extensions: **to April 30, 1955 without penalty**

Completion Date: **April 12, 1955**

Date Accepted: **May 25, 1955**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **6-1-55**

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: JUN 1 1955

Ruth Rawlings

NOTED ON CARD
gl

RECEIVED
MAY 3 1955
FOR FILING

12-3410
4-51

D

May 2, 1955

REGISTERED MAIL

National Surety Corporation
4 Albany St.
New York 6, N. Y.

Gentlemen:

State Highway Contract No. 4281 for construction of Long Creek Maintenance Building in Grant County was completed by the contractor, Lloyd C. Sperling, on April 12, 1955 but has not as yet been accepted by the Commission.

Final payment in the amount of $1,396.96 will be released to the contractor after acceptance by the Highway Commission. The total contract amount is $13,433.05 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Geo. D. Rischers Insurance Agency
2016 Second St.
Tillamook, Oregon

NOTED ON CARD

FORM E-123 50M REVISED 3-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
APR 19 1955
FOR FILING

12-3416
[illegible]

pril 19, 1955

Mr. Lloyd G. Sperling
P. O. Box 92
Tillamook, Oregon

Dear Sir:

The State Highway Commission at its meeting on April 13, 1955 had under discussion your request for an extension of time from January 31 to April 30, 1955 within which to complete your contract No. 4281, covering construction of maintenance building at Long Creek on the Pendleton-John Day Highway in Grant County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. F. Parson,
Division Engineer

Lyle A. Peterson,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
APR 7 1955
FOR FILING

12-3410

4281

Salem, Oregon
April 6, 1955

Mr. P. M. Stephenson

We have advice from the Oregon State Board of Health approving the plumbing installed by Mekkers and Redmer, Contractors, as a part of their contract extending the equipment storage headquarters building at Long Creek, Oregon, on March 29, 1955.

W. W. Stiffler

[redacted]ier

cc Mr. E. A. Collier
Mr. A. F. Parson
Mr. V. H. Coffey

8-27

OREGON STATE BOARD OF HEALTH
STATE OFFICE BUILDING
1400 S. W. 5TH AVENUE
PORTLAND 1, OREGON

TELEPHONE:
DAYS—COLUMBIA 2161
AFTER HOURS—CAPITOL 1500

MAILING ADDRESS:
P. O. BOX 231
PORTLAND 7, OREGON

April 4, 1955

Mekkers & Redmer
4 E. 1st St.
Tillamook, Oregon

Gentlemen:

The plumbing installed by your firm in the Highway Maintenance Building built by the State Highway Commission, located in Long Creek, Oregon, was inspected by this division on March 29, 1955.

The plumbing was found to meet the requirements of the State Plumbing Code and the Rules and Regulations of the State Board of Health governing plumbing.

Very truly yours,

J Farrell

A. J. FARRELL, CHIEF
Plumbing Section
Div. of Sanitation & Engineering

AJF:ff

cc: Lyle Peterson
cc: State Highway Commission ✓

RECEIVED
APR 6 1955
STATE HIGHWAY COMMISSION

NOTED
W. W. STIFFLER

COPY

RECEIVED
MAR 29 1955
FOR FILING

12 - 3[illegible]
4 - 8 1

F

March 24, 1955

Oregon State Highway Commission

Request for extension of time
No. 1
April 13 and 14 meeting.

Gentlemen:

Re: Long Creek Maintenance Building
Contract No. 4211

Lloyd G. Sparling, contractor on the Long Creek Maintenance Building in Grant County, has requested an extension of time from January 31, 1955, to April 30, 1955, in which to complete the contract.

All work on this project, with the exception of painting the exterior of the building, was completed before the specified completion date. The contractor was ordered to postpone painting until the arrival of suitable weather.

The building is now occupied by State forces, and as there will be no additional engineering expense incurred by this delay, it is recommended that the extension be granted without penalty to the contractor. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

RECEIVED
NOV 4 1954
FOR FILING

4281

files

November 3, 1954

Mr. Lloyd G. Sperling
P. O. Box 92
Tillamook, Oregon

Dear Sir:

We enclose herewith two fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4281, for constructing maintenance building at Long Creek in Grant County, awarded September 23, 1954.

Contract No. 4294, covering Cape Lookout Park Extension in Tillamook County, awarded September 24, 1954.

Copies of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
SEP 29 1954
FOR FILING

12 3410

4281

September 28, 1954

Mr. Lloyd G. Sperling
P. O. Box 92
Tillamook, Oregon

Dear Sir:

The State Highway Commission on September 23, 1954 awarded to you State Highway Contract No. 4281 for construction of Long Creek Maintenance Building in Grant County.

This award was based on your bid of $13,327.20 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm
cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
G. S. Paxson

RECEIVED
JUL 21 1954
FOR FILING

Maint
Bldg. & Sites

Long Creek

Salem, Oregon
July 19, 1954

Mr. G. S. Paxson

Herewith is a copy of a report from Mr. De France outlining the details for a small additional equipment storage building at Long Creek, the total estimated cost of which is $10,600, included in our 1954 budget and approved hereby.

A copy of the sketch map showing the tentative location is also attached.

W. W. Stiffler

WWS:er

Attachment

cc Mr. I. A. De France

FORM E-30 25M. 9-51 #2315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 13, 1954

SUBJECT: Long Creek Maintenance Station

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Dear Sir:

The 1954 Maintenance Station Improvement Budget included an item to provide additional storage bays at Long Creek. There was also an item to improve the existing shed which is single frame construction - 30x48 - with three-eleven foot sliding doors providing storage for three trucks. The aggregate of the two items was $10,600.

The present quarters have become increasingly inadequate with the completion of the Pendleton-John Day highway and the development of winter traffic. This section crew maintains 52.26 miles and plow snow on three mountain summits. The location appears permanent and strategically located. The property was purchased last year together with extra ground to provide space for expansion.

Mr. Coffey and Mr. Parson point out that this area is subject to -40° winters and recommend the construction of a separate standard masonry block building of standard shop unit and two storage bays - 32x57 - to provide fireproof warm storage for three snow plows, with the existing three bays retained as is for the present for storage of reserve equipment. The shop door and one storage bay door should be 14' wide, to accommodate wing type snow plows. The second storage bay door should be 12' wide. The warm storage of equipment assures prompt response in case of need for either sanding or snow removal.

The estimated cost would be the amount of the budget item $10,600 as follows:

57x32 = 1824 sq. ft. at $5/ sq. ft.	$9,120
12½% Engineering and Contingencies	1,140
Subtotal	$10,260
State force surfacing	340
Total	$10,600

The proposed location of the new building on the new lot is shown on the attached sketch map. Standard plumbing and septic tank will be required. Water can be stubbed out by contractor and connected by State Forces. The power line is in front of the lot and should be hooked up by contractor.

We are asking Mr. Parson to obtain original ground elevation and to recommend floor elevation, at his early convenience.

We concur in Mr. Parson's recommendation for Long Creek and suggest bids be called at the August meeting, if possible.

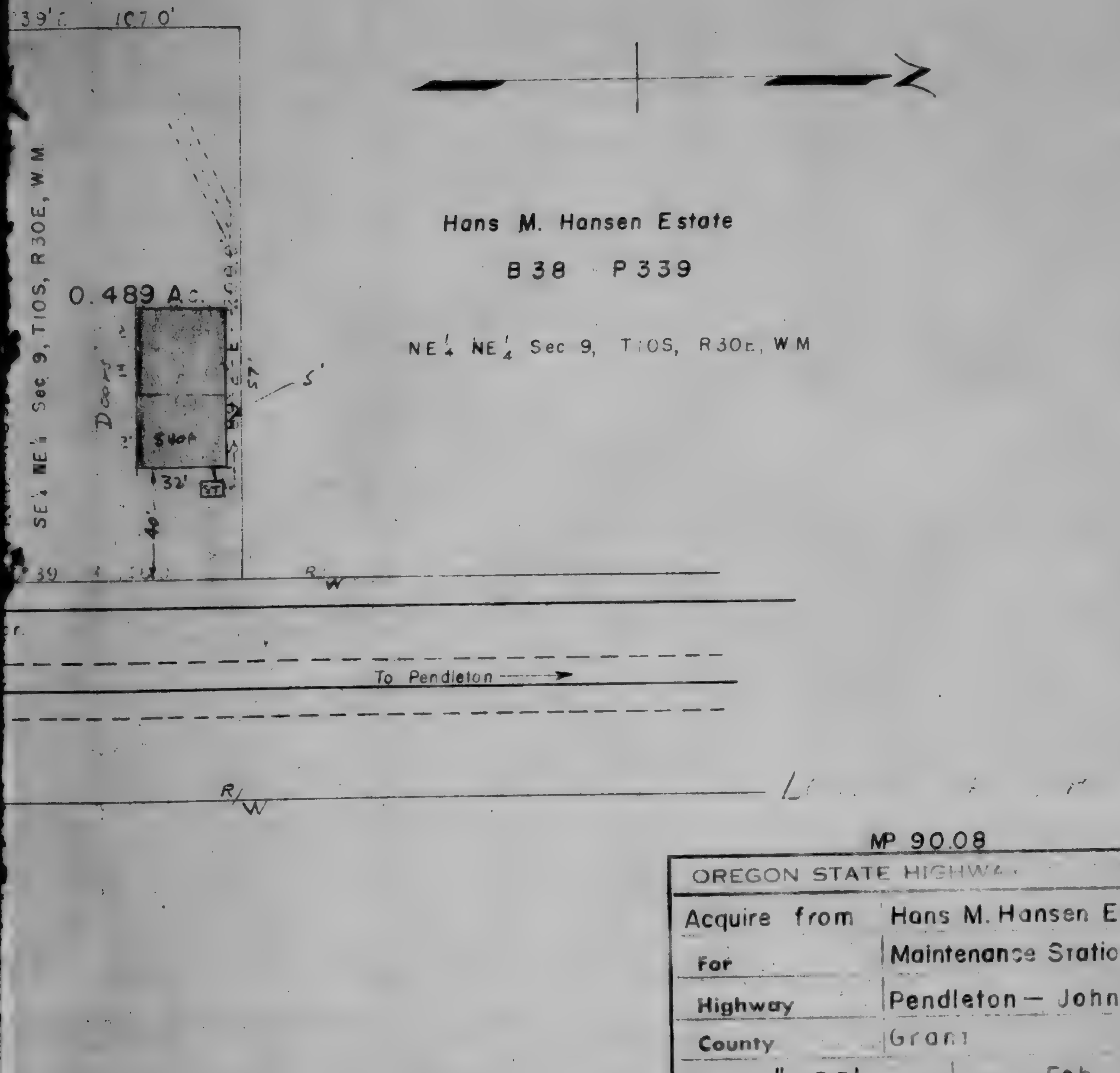
Very truly yours,

I A DeFrance

I. A. DeFrance
Assistant Maintenance Engineer

IAD:db Encl.
cc-

IR-5-385



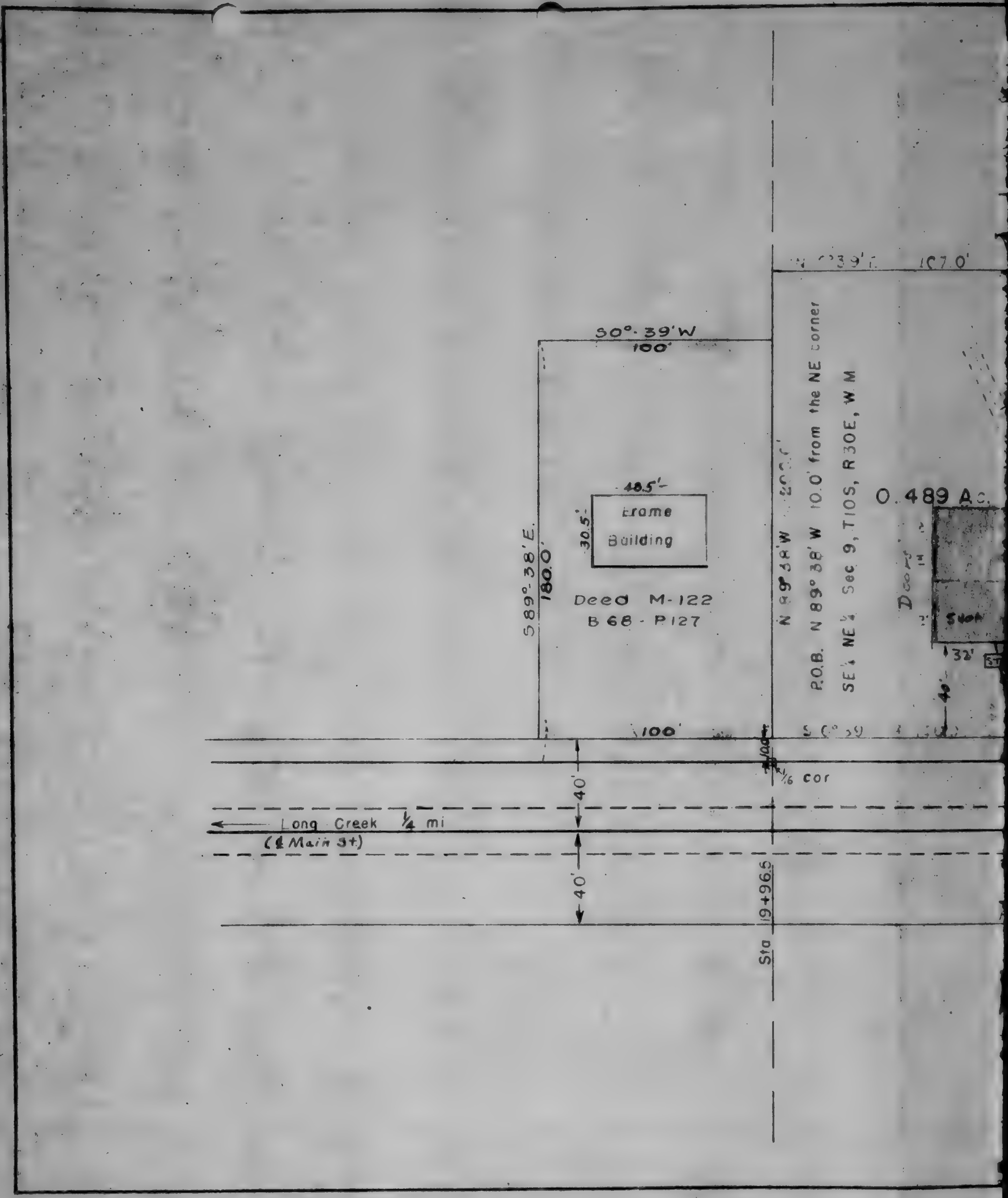
MP 90.08

OREGON STATE HIGHW [illegible]

Acquire from	Hans M. Hansen Estate
For	Maintenance Station Site
Highway	Pendleton — John Day
County	Grant
Scale 1" = 50'	Date Feb 1953

5B-3-18 Revised 2-2-54

W. W. STIFFLER



N 0°39' E 167.0'
S0°39'W
100'
48.5'
30.5'
Frame Building
S89°38'E
180.0
Deed M-122
B 68 - P127
N 89°38'W 200.0'
P.O.B. N 89° 38' W 10.0' from the NE corner
SE¼ NE¼ Sec 9, T10S, R30E, W.M.
0.489 Ac.
Shop
32'
40'
100'
S 0°39
1/16 cor
40'
Long Creek ¼ mi
(℄ Main St)
40'
Sta 19+96.5

RECEIVED
[illegible]
FOR FILING

D. Maint
Bldgs & Sites

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 1, 1954

SUBJECT:

Long Creek

To: W. W. Stiffler
Assistant State Highway Engineer
Building

In reference to Section Maintenance headquarters building and grounds at Long Creek, Oregon, referred to in your letter of January 29, we wish to advise that this building was included with Seaside, Heppner, The Dalles and Ben Hur Park in our supplemental Restoration Fund Report on October 9, to Harry S. Dorman, Director of the Department of Finance and Administration.

C H Maison
C. H. Maison
Auditor

CHM:cg

RECEIVED
FEB 1 1954
STATE Highway [illegible]

NOTED
W. W. STIFFLER

[illegible]CEIVED
FEB 1 - 1954
FOR FILING

Maint
Bldg & Site

Long Creek

Salem, Oregon
January 29, 1954

Mr. C. H. Maison

Payment in the amount of $3,500 has been made to Mr. and Mrs. Altom McBride, the former owners of our section maintenance headquarters building and grounds, Long Creek, Oregon, and we now have fee title to the same.

The building should be reported for coverage under the Restoration Fund.

W. W. Stiffler

WWS:er

cc Mr. C. W. Parker
Mr. L. R. Chandler

FORM E-30 25M 9-51 62219

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 27, 1954

SUBJECT:

To: Mr. W. W. Stiffler

Office

L

Dear Sir:

The Right of Way Department advises that they have made payment to Mr. and Mrs. Alton McBride in the amount of $3500 for the 30 feet by 48 feet frame building at Long Creek which we have purchased for a Section Maintenance headquarters.

This building should be covered for fire loss under the Restoration Fund as of January 22, 1954.

Very truly yours,

E. A. Collier
Maintenance Engineer

By L R Chandler

L. R. Chandler
Assistant Maintenance Engineer

J :vw

19-3410 Lakeview Maintenance 1934
Building
#4232

RECEIVED
JUN 5 - 1956
FOR FILING

19 - 4:0

4282

June 1, 1956

Massachusetts Bonding & Insurance Co.
Lumbermens Building
Portland 4, Oregon

Attention: Mr. J. F. Lambe, Jr., Manager
Portland Branch Office

Gentlemen:

A letter, dated May 27, has been received from Mr. Otto Curnow, Grants Pass, in which he states that his bill for installing doors on the Maintenance Building at Lakeview is still unpaid. This is the same claim concerning which Mr. Curnow wrote to us on January 4, 1956, claiming the sum of $258.35 and concerning which we wrote to you on January 5, 1956.

His claim is against our Contract No. 4282 awarded to Hampton C. Platt for construction of the Maintenance Building at Lakeview.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Abrams, Skinner & Co.
411 Masonic Building
Salem, Oregon

Mr. Hampton C. Platt
3805 Thorndale Road
Salem, Oregon

cc Commissioners
Mr. R. H. Baldock
Mr. W. C. Williams

NOTED ON CARD

RECEIVED
JUN 5 - 1956
FOR FILING

19 3410

4282

[illegible]

June 1, 1956

Mr. Otto Curnow
Grants Pass, Oregon

Dear Sir:

This is to acknowledge your letter of May 27 concerning your claim in the amount of $258.35 for the installation of doors on the Maintenance Building at Lakeview, our Contract No. 4282.

Our records for this contract show that you have already filed your claim with the Secretary of State. Mr. Hampton C. Platt is the principal contractor. His address is 3805 Thorndale Road, Salem. The contract was completed December 31, 1955 and accepted by the Highway Commission on March 1, 1956. Final payment was mailed on March 7, 1956.

The State does not enter into the payment of claims direct to claimants as to do so it would be necessary to determine the validity of each claim. The Massachusetts Bonding & Insurance Company, through Abrams, Skinner & Co., 411 Masonic Building, Salem, furnished the Performance Bond for this contract, which bond is given to assure completion of the contract and payment of all bills incurred in it.

If you are unable to secure settlement from the contractor or from the surety, it appears that your recourse would be to file suit. In the meantime we will notify the principal contractor and the bonding company that your claim is still unpaid.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

Grants Pass Ore. May 27 1956

State Highway Com.

Gentlemen. Could you give me some information about my bill for the doors I installed on your building at Lakeview.

My bill was filed with the Bonding Co. but I have never heard from them nor any one else, can you help me get the account settled as I am in great need of the money as we have had a great deal of sickness.

Thanking you

I Am

Yours truly

Otto Curnow

REFERRED TO

BY SECRETARY

ON CARD

RECEIVED
MAY 29 1956
OREGON
STATE HIGHWAY COMMISSION

Ruth Rawlings

RECEIVED
MAR 2 - 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
February 23, 1956

(CONTRACT NO.) 19-3410	(EST. NO.)	(CONTRACTOR)
4282	4-Final	Hampton C. Platt

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
3045	S-143850	$ 7,484.90	2/23/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: April 30, 1955

Time Extensions: to Dec. 31, 1955

Completion Date: Dec. 31, 1955

Date Accepted: March 1, 1956

Penalties: None of r ecord

Claims: 2 claims have been filed aggregating app. $400.

Remarks:

Date: 3-7-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: [illegible] 7 1956

Ruth Rawlings

RECEIVED
FEB 16 1956
FOR FILING

[illegible]
4282

February 15, 1956

CERTIFIED MAIL

Massachusetts Bonding & Insurance Co.
J. F. Lambe, Jr., Manager
Portland Branch Office
Lumbermens Bldg.
Portland 4, Oregon

Dear Sir:

State Highway Contract No. 4282 for construction of the Lakeview Maintenance Building on the Klamath Falls-Lakeview Highway in Lake County was completed by the contractor, Hampton C. Platt, on December 31, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $7,484.90 will be released to the contractor after acceptance by the Commission. The total contract amount is $23,226.40 and no force account work was performed on the project.

There are two claims filed against this project aggregating $408.35, of which you have been previously notified.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

gl

RECEIVED
JAN 6 1956
FOR FILING

11-3-1
4282

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

January 5, 1956

Mr. Hampton C. Plott
3805 Thorndale Road
Salem, Oregon

Dear Sir:

The State Highway Commission at its meeting held on December 19, 1955 had under discussion your request for an extension of time from June 30 to December 31, 1955 within which to complete your contract No. 4282, covering construction of the Lakeview Maintenance Building in Lake County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dean Swift,
Division Engineer

Robert Ellison,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
JAN 9 1956
FOR FILING

19-3[illegible]
4-5[illegible]

Filed

Lewis

January 5, 1956

Hon. Earl T. Newbry
Secretary of State
Capitol Building
Salem, Oregon

Attention: George C. Stephens

Dear Sir:

Thank you for your letter of January 4 to which was attached three copies of a claim filed with your office by Otto Curnow against Hampton C. Platt for labor and materials furnished in our Contract No. 4282, your File No. 3536. The amount of the claim is $258.35.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By

Floyd Query, Assistant Secretary

FQ:mm

NOTED ON CARD

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

January 4, 1956

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Max L. McMillin, attorney, Grants Pass, and filed as of this date a notice of claim by Otto Curnow for labor and materials in the sum of $258.35, against the bond taken from the Massachusetts Bonding and Insurance Company, surety, and Abrams, Skinner & Company, agents, for work in installing doors and weatherstripping on the Lakeview Maintenance Building for the Oregon State Highway Department, Oregon State Highway Department Contract No. 4282, our file No. 3536.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By Geo C Stephens
Clerk, Records Division

GS:B
Enc.

RECEIVED
JAN 5 1956
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

January 4, 1956

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Max L. McMillin, attorney, Grants Pass, and filed as of this date a notice of claim by Otto Curnow for labor and materials in the sum of $258.35, against the bond taken from the Massachusetts Bonding and Insurance Company, surety, and Abrams, Skinner & Company, agents, for work in installing doors and weatherstripping on the Lakeview Maintenance Building for the Oregon State Highway Department, Oregon State Highway Department Contract No. 4282, our file No. 3536.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By Geo O Stephens
Clerk, Records Division

GS:B
Enc.

RECEIVED
JAN 5 1956
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

RECEIVED
JAN 9 1956
FOR FILING

Lewis B

19-3411
4282

January 5, 1956

Massachusetts Bonding & Insurance Company
Mr. J. F. Lambe, Jr., Manager
Portland Branch Office
Lumbermens Building
Portland 4, Oregon

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by Otto Curnow against Hampton C. Platt in the sum of $258.35.

The claim is for installing doors and weather stripping on the Lakeview Maintenance Building, our Contract No. 4282. We provide this information as your Company appears as surety on the performance bond furnished for this contract.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

FQ:mm

Att.

cc: Mr. Hampton C. Platt
3805 Thorndale Road
Salem, Oregon

Abrams, Skinner & Co.
411 Masonic Building
Salem, Oregon

NOTED ON CARD

NOTICE OF CLAIM

To the Secretary of State, State of Oregon, Salem, Oregon

NOTICE IS HEREBY GIVEN that the undersigned O. Curnow has a claim for labor and materials in the sum of Two Hundred Fifty-eight Dollars, Thirty-five Cents ($258.35), against the bond taken from the Massachusetts Bonding & Insurance Company through said company's agent, Abrams, Skinner & Co., 411 Masonic Building, Salem, Oregon, for work in installing doors and weather-stripping on the Lakeview Maintenance Building for the Oregon State Highway Department, Oregon State Highway Department Contract No. 4282.

Dated this 29th day of December, 1955.

Otto Curnow

File No. 3536.

FILED
JAN 3 1956
EARL T. NEWBRY
SECRETARY OF STATE

SECRETARY OF STATE
RECEIVED
JAN 3 1956
EARL T. NEWBRY

D ON CARD

6

RECEIVED
DEC 13 1955
FOR FILING

19-3410
[illegible]

December 12, 1955

Request for extension of time
No. 2
December 19 and 20 meeting.

Oregon State Highway Commission

Gentlemen:

Re: Lakeview Maintenance Building
Contract No. 4382

Hampton C. Platt, contractor on the construction of the Lakeview Maintenance Building, has requested a second extension of time from June 30, 1955, to December 31, 1955, in which to complete the contract.

The building was occupied by State forces before the expiration of the first time extension. The building was completed before June 30, 1955, with the exception of some difficulty with the heating furnace. The contractor has had considerable trouble in arranging for the heating subcontractor to make the final adjustments on the furnace. This has caused only a small amount of inconvenience to the State.

It is recommended that this second extension of time be granted without penalty. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

PMS/dp
Attached

RECEIVED
DEC 21 1955
FOR FILING
19-3[illegible]
[illegible]

MASSACHUSETTS BONDING AND INSURANCE COMPANY
HOME OFFICE, BOSTON 9, MASSACHUSETTS

SERVICE OFFICE
JOSEPH F. LAMBE, JR., MANAGER
LUMBERMEN'S BUILDING
TELEPHONE: CAPITAL 7-2526

PORTLAND 4, OREGON

November 3, 1955

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Department
Salem, Oregon

Re: Lakeview Contract
#4282

Dear Mr. Glaisyer:

This will acknowledge your letter of October 27, 1955 in which you enclosed copy of letter from Overhead Door Co., Grants Pass, Oregon stating that Hampton C. Platt owes them $258.35 for door installation and weather stripping on the above contract.

I am enclosing a copy of a letter from our agent indicating that our contractor has a legitimate complaint. The doors apparently did not pass inspection and the contractors had to secure the services of another company to make the necessary adjustments.

Very truly yours,

J F Lambe Jr
J. F. Lambe, Jr.,
Manager

JFL:bh

REFERRED TO
[illegible]
BY SECRETARY

NOTED
FLOYD QUERY

RECEIVED
NOV 4 1955
OREGON
STATE HIGHWAY COMMISSION

Abrams, Skinner & Company
411 Masonic Bldg.,
Salem, Oregon

November 1, 1955

Massachusetts Bonding and Insurance Company
Lumbermen's Building
Portland, Oregon

Re: Bond No. C-771843
Hampton C. Platt
State Highway Commission
Lakeview Contract No. 4282

Att: Mr. J. F. Lambe, Jr.

Gentlemen:

I have been informed by Hampton Platt that the Overhead Door Co., Grants Pass, Oregon installed the overhead doors on this job initially and that in July of this year went back and made some adjustments on the doors, however that adjustments were not satisfactory to the Inspector for the State Highway Commission and did not pass tha inspection.

Mr. Platt informed the Overhead Door Co. of Grants Pass of this fact and asked them to return and make the necessary adjustments. He was told that they would not do anything further until they were paid for the job, and Platt informed them that they would not be paid until the work was done in conformity with the contract for installation and that they would be paid when the Inspector approved the installation.

The Overhead Door Co. of Grants Pass did not return to the job nor did they make any further adjustment on the doors.

Mr. Platt informed me that the Overhead Door Co. of Klamath Falls, Oregon did make the necessary adjustments and the doors have apparently passed the Inspector's requirements.

It appears that the claim of the Overhead Door Co. of Grants Pass is due for some back charging, as they did not complete their contract, and it was necessary for Mr. Platt to secure the services of the Overhead Door Co. of Klamath Falls to make the necessary adjustments on the doors.

Perhaps this will arm you with enough information so that you can give an answer to the State Highway Commission in relation to their letter dated October 27th.

COPY

Yours very truly

GORDON L. SKINNER

GLS:s

RECEIVED
OCT 28 1955
FOR FILING

[illegible]
435m

Fums

October 27, 1955

Massachusetts Bonding & Insurance Co.
Portland Branch Office
Lumbermen's Building
Portland 4, Oregon

Attention: Mr. J. F. Lambo, Jr.
Manager

Gentlemen:

A letter has been received from the Overhead Door Co., Grants Pass, Oregon, stating that Hampton C. Platt owes them $258.35 for installation of doors and weather stripping on the maintenance building at Lakeview, our Contract No. 4282.

This information is furnished as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

cc Mr. Hampton C. Platt
3805 Thorndale Road
Salem, Oregon

Abrams, Skinner & Co.
411 Masonic Building
Salem, Oregon

OTED ON CARD

REFERRED TO
BY SECRETARY

4282

Grants Pass. Ore. Oct 24, 1955

The Oregon State Highway Commission
Salem
Ore.

Gentlemen. Last December I installed 8 Doors in Lakeview Ore for Hampton C. Platt and In July I installed rubber weather Strip on the bottom of them and adjusted them.

Since that time I have sent Mr Platt several bills for final payment and have written to Mr M. W. Moore the resident engineer at Bend and can receive no reply.

Now there is a balance due me of $258.35. What can be done to get my money.

Overhead Door Co
Grants Pass.
O. Curnow

RECEIVED
OCT 26 1955
OREGON
STATE HIGHWAY COMMISSION

REFERRED
SECRETARY

STATE HIGHWAY COMMISSION

RECEIVED

file

MASSACHUSETTS BONDING AND INSURANCE COMPANY
HOME OFFICE, BOSTON 9, MASSACHUSETTS

ABRAMS, SKINNER & COMPANY
411 MASONIC BUILDING

SALEM, OREGON

June 7th, 1955

Mr. Joseph Lambe, Jr.,
MASSACHUSSETTS BOND & INS CO
Lumbermans Building
Portland, Oregon

Hampton C Platt
Salem, Oregon

NOTED
H. B. GLAISYER

NOTED
FLOYD QUERY

Dear Joe:

I have received information from Platt regarding the Hesseltine claim for $150 due for labor. It appears that Hesseltine contracted to Platt to furnish labor and materials for the roof on the Lakeview Job for $300, and he completed about 50% of the job and then walked off. Mr Platt has contacted Hesseltine and informed him that if he does not finish the sub-contract, that Platt will be forced to make other arrangements for the work, and back charge Hesseltine for the balance of the work to complete the roof.

This appears to be a disputed subcontract and we feel sure that Platt is perfectly capable to handling this himself.

Yours very truly,

Gordon L Skinner
GORDON L SKINNER

GLS/s

cc: Hampton C Platt
3805 Thorndale Road
Salem, Oregon

cc: Oregon State Highway Commission
Salem, Oregon

RECEIVED
JUN 8 1955
[illegible]
STATE HIGHWAY COMMISSION

REFERRED TO
[illegible]

RECEIVED
JUN 2 1955
FOR FILING

19-[illegible]
4[illegible]

June 1, 1955

Massachusetts Bonding & Insurance Co.
Portland Branch Office
Lumbermens Building
Portland 4, Oregon

Attention: Mr. J. F. Lambe, Jr.
Manager

Gentlemen:

A letter has been received from Mr. L. M. Hamilton, of the Credit Bureau of Lake County, stating that Mr. Hampton C. Platt owes Mr. Irwin J. Hesseltine the sum of $150.00 for labor performed in constructing a maintenance building at Lakeview, Highway Contract No. 4282. This labor was furnished ~~the State~~ from about December 18, 1954 to January 3, 1955.

We provide this information as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

cc Mr. Hampton C. Platt
3805 Thorndale Road
Salem, Oregon

Abrams, Skinner & Co.
411 Masonic Building
Salem, Oregon

NOTED ON CARD

RECEIVED
JUN 2 1955

FOR FILING

19- [illegible]
4 [illegible]

June 1, 1955

Credit Bureau of Lake County
P. O. Box 108
Lakeview, Oregon

Attention: Mr. L. M. Hamilton

Gentlemen:

This is to acknowledge your letter of May 23 in which you state that Mr. Erwin J. Hesseltine, of Lakeview, has a claim for services in the amount of $150.00 against Hampton C. Platt for work on the Lakeview Maintenance Building, our contract No. 4282.

The Massachusetts Bonding and Insurance Company, through Abrams, Skinner & Company, 411 Masonic Building, Salem, furnished the Performance Bond for this contract, which bond assures completion of the contract and the payment of all bills incurred in it. It might be well for you or Mr. Hesseltine to file the claim with the bonding company. Also, as the claim involves labor, it could be filed with the Labor Commission.

The contract has not yet been completed but if you feel that it might be necessary to protect your claim against the bond for a period longer than six months following completion of the contract and acceptance by the Commission, the claim should be filed with the Secretary of State. We have attached excerpts from the Oregon Laws outlining this procedure. In the meantime, the claim will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

NOTED ON CARD

ASSOCIATED CREDIT BUREAUS OF AMERICA
CREDIT BUREAU DIVISION

AMERICAN COLLECTORS ASSOCIATION INC.

Credit Bureau of Lake County

Adjustment Department

Post Office Box 108

L. M. Hamilton

Lakeview, Oregon

May 23, 1955

State Highway Department
Salem, Oregon

Re: Contract # 4282.

Gentlemen:

We have a claim in this office against one of the men who was working the Maintenance Shed in Lakeview, by the name of Hampton C. Platt. This clain is for salary due a man by the name of Erwin J. Hesseltine, of Lakeview, in the amount of $150.00 - This work was done about 12/18/54 to 1/3/55.

Mr. Hesseltine states he has written Mr. Platt several times and has not been shown the curtesy of a reply. If you have this information in your office would appreciate having you let us know what the score is and why this man has not been paid for his labor.

Very truly yours,

L M Hamilton

LMH/ss.

REFERRED TO
[illegible]
BY SECRETARY

[illegible]
recd on card.

NOTED ON CARD

RECEIVED
MAY 25 1955
OREGON
STATE HIGHWAY COMMISSION

FORM E-123 50M REVISED

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
APR 19 1955
FOR FILING

[illegible]
4282

April 19, 1955

Mr. Hampton C. Platt
3805 Thorndale Road
Salem, Oregon

Dear Sir:

The State Highway Commission at its meeting held on April 13 had under discussion your request for an extension of time, from April 30 to June 30, 1955, within which to complete your contract No. 4282, covering construction of Lakeview Maintenance Building on the Klamath Falls-Lakeview Highway in Lake County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: W. S. Chandler,
Division Engineer

W. W. Moore,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
APR 7 1955
FOR FILING
19-3410

April 6, 1955

Mr. Julian Herndon, Jr.
Lakeview, Oregon

Dear Sir:

State Highway Contract No. 4282 was awarded to Hampton C. Platt for construction of a maintenance building at Lakeview. This contract is approximately 90 per cent complete and it is expected that it will be completed about April 30 if the weather allows painting. Final payment on the job cannot be made until after the contract has been completed and accepted by the Commission.

The Massachusetts Bonding & Insurance Company, through their agent, Abrams, Skinner & Co., 411 Masonic Building, Salem, Oregon, furnished the bond for this project, which bond is given to assure completion of the contract and payment of all bills incurred in it. If you wish to protect your client's claim against the contract for a period longer than six months following completion of the contract and acceptance by the Commission, it is suggested that the claim be filed with the Secretary of State as well as with this office. Also, it might be well for you to contact the Surety.

The State looks to the principal contractor for satisfactory completion of the contract and does not make payments direct to claimants on a contract job. Also, the payments to the contractor are not ordinarily held up because of claims filed against the job.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

1

JULIAN HERNDON JR.
ATTORNEY-AT-LAW
LAKEVIEW, OREGON

4282

April 4, 1955

State Highway Commission
Salem, Oregon

Re: Hampton Platt

Gentlemen:

A client of mine has requested that I obtain from you information as to the status of the highway shop building located in Lakeview, Lake County, Oregon, presently under construction by Hampton Platt.

My client was employed by Mr. Platt to do roofing on the building, and he completed the roof on half of the structure. My client was prevented from finishing the job by the placing of hot pots in the building which caused an icing condition on the roof and by the removal from the building of the necessary scaffolding to complete the job.

My client is ready, willing and able to complete his agreement with Mr. Platt and finish the roofing job. As yet my client has not been paid for the work he has done, and he needs the money so that he can pay employees that he hired on this job.

I would appreciate hearing from you as to just what is the status of this construction job, and we request that pay to Mr. Platt be held up pending payment to my client for work he has completed to this point.

[illegible]

Yours truly,

Julian Herndon Jr

JH:DEJ

Julian Herndon, Jr.

REFERRED TO
Geary
BY SECRETARY

prepare reply
get status from bridge dept.
tell him about the bond
for his protection

RECEIVED
APR [illegible] 1955
[illegible]
[illegible]

NOTED ON CARD

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APR 6 1955
FOR FILING
19-340
4255

April 4, 1955

Oregon State Highway Commission

Request for extension of time
No. 4
April 13 and 14 meeting.

Gentlemen:

Re: Lakeview Maintenance Building
Contract No. [illegible]

Hampton C. Platt, contractor on the Lakeview Maintenance Building in Lake County, has requested an extension of time from April 30, 1955, to June 30, 1955, in which to complete the contract.

This contract was let late in the fall of 1954, and freezing weather has prevented the completion of the job. Excavating for pipes, grading for floor slabs, and pouring concrete floors cannot be done until the ground has thawed out.

It is recommended that this extension be granted without penalty. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

PMS/ds
Attached

RECEIVED
OCT 27 1954
FOR FILING

19 - [illegible]
4.

October 26, 1954

Mr. Hampton C. Platt
3805 Thorndale Road
Salem, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4282, which was awarded to you on September 23, 1954 by the State Highway Commission, covering the construction of maintenance building at Lakeview in Lake County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
1 - 1954
FOR FILING

FORM E-30
11-341
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 30, 1954

SUBJECT:

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
OFFICE

Dear Sir:

Bids received for Lakeview Maintenance Building were some $4,000 under the engineer's estimate. Mr. Schneider suggests we put concrete floor, ceiling, and insulation of warm storage bay back in contract by means of an extra work agreement with the contractor. This would cost approximately $1,344 for ceiling and insulation, and $540 for concrete floor, a total of $1,884, and well within the allowance for contingencies in the contract.

I believe the contractor can do this work more economically than our crews at a later date, and inasmuch as the work is highly desirable, I concur in Mr. Schneider's recommendation.

Yours very truly,

I. A. DeFrance

I. A. DeFrance,
Assistant Maintenance Engineer

IAD:reb

VED
W W Stiffler
Assistant State Highway Engineer

Within the limits
of Contingencies

NOTED
W. W. STIFFLER
file

RECEIVED
SEP 29 1954
FOR FILING

19-3418
4382

September [illegible], [illegible]

Mr. [illegible] C. [illegible]
[illegible] Road
Salem, Oregon

Dear Sir:

The State Highway Commission on September [illegible], 19[illegible] awarded to you State Highway Contract No. [illegible] for construction of [illegible] Community Building in [illegible] County.

This award was based on your bid of [illegible] which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next ten days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

[illegible]

cc: H. G. Smith
[illegible] H. [illegible]obert
[illegible] G. Savage, SIAC
G. [illegible] [illegible]axton

RECEIVED
FOR FILING

Maint
Bldgs & Sites

Lakeview

Salem, Oregon
July 1, 1954

Mr. G. S. Paxson

Mr. Baldock has approved the construction of a standard maintenance station headquarters at Lakeview, with the building to be substantially the same design in floor plan as previously recommended, but with some modifications as indicated in your memorandum to Mr. De France of June 18, at an estimated cost of $26,930, with the exception that we have eliminated one 12-foot storage bay. The building will be 32 feet wide by approximately 113' 4" long, containing four 14-foot storage bays and three 12-foot unheated storage bays, which I have roughly estimated to cost $27,500, including engineering.

To the above amount there should be added $2,000 for grading and surfacing by state forces, and the construction of a service station for $1,500, or a total of $3,500 for state force work, for a grand total of $31,000. The elevation and location of the building on the lot is as originally contemplated.

W. W. Stiffler

WWS:er

cc Mr. I. A. De France

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
June 28, 1954

SUBJECT: Lakeview Maintenance Building

To:
Mr. W. W. Stiffler
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

Dear Sir:

In connection with the Lakeview Maintenance Building, I would recommend that we retain the 8 stalls but that the width be held at 36 feet. This is a heavy snow section and is subject to long periods of cold weather, lasting well into the spring months. I think the storage area is very important at this location.

Very truly yours,

Wm E Chandler
WM. E. CHANDLER
Division Engineer

WEC:me
cc: Mr. I. A. DeFrance

RECEIVED
[illegible] 1954

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Maint
Bldgs & Sites

Roseburg, Oregon
June 24, 1954

SUBJECT:

To: Lakeview

W. E. Chandler
Division Engineer, Div. IV
Oregon State Highway Department
Bend, Oregon

Dear Sir:

I forward herewith correspondence from Mr. Stiffler concerning the Lakeview Maintenance Station, which was directed to this office by error.

Very truly yours,

Tom Edwards
Tom Edwards
Division Engineer, Div. III

TE:gb
Encl.
cc: W. W. Stiffler ✓

RECEIVED
JUN 25 1954
OREGON
STATE HIGHWAY COMMISSION

NOTED
W. W. STIFFLER

RECEIVED
FOR FILING

227 and
Bldg & St.

Lakeview

Salem, Oregon
June 22, 1954

Mr. Tom Edwards

We have an item in the current budget to replace the old equipment storage headquarters at Lakeview with a modern building for which we budgeted $36,000, which estimate I now find included the provision for establishing an office for a construction engineer.

We have eliminated the engineering office; however, the estimate is still $34,000, which appears too high for a storage building to serve that station.

I am enclosing a copy of Mr. De France's report which gives some additional details, together with a sketch, showing the proposed layout.

Please advise me if, in your opinion, we would be safe in eliminating one of the 12-foot storage bays.

W. W. Stiffler

WWS:er

FORM E-30 25M 9-51 82318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 21, 1954

SUBJECT: Proposed building at Lakeview

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Dear Sir:

Herewith sketch map and plan showing building proposed at Lakeview and reflecting the reduction from dimensions previously prepared. This is a large station that performs heavy snow plowing.

We now propose 8 bays instead of 9 and 32 foot depth instead of 36; 126'8" long instead of 140'. The revised estimate is $26,930, and adding 12½% engineering and contingencies ($3366), totals $30,296. State Force work, including service station, surfacing and fencing yard, is approximately $4,000 - making an over-all total of $34,000. Mr. Paxson's previous estimate was $41,287.

4030 □' @ 6.65 = $26,930

615 cu'

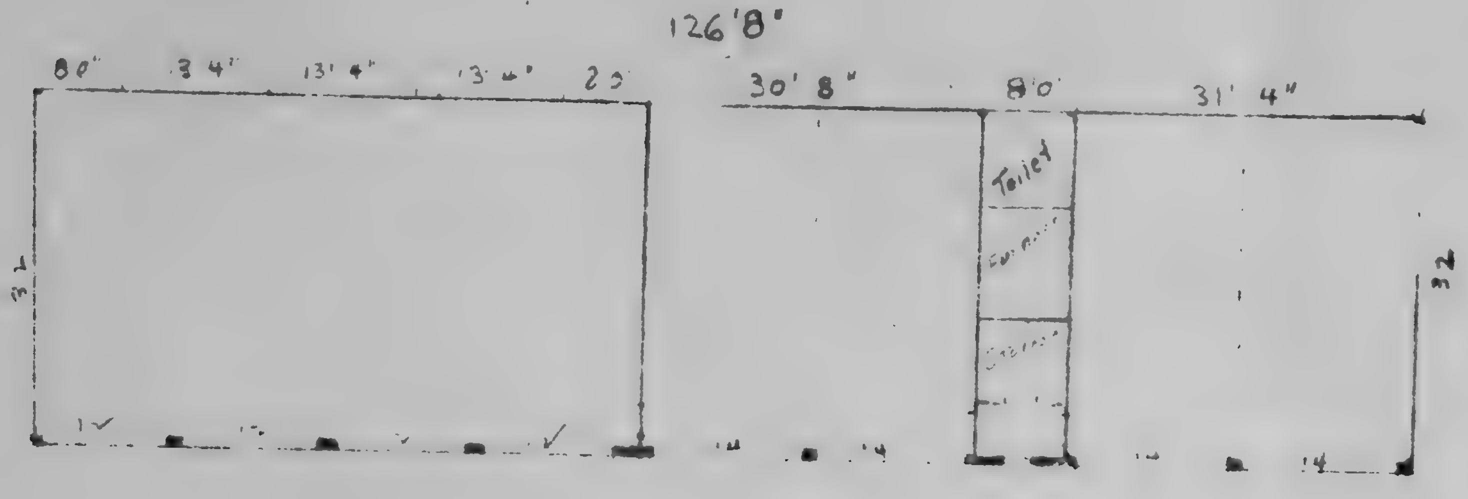
$915
150 [illegible]
$765

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

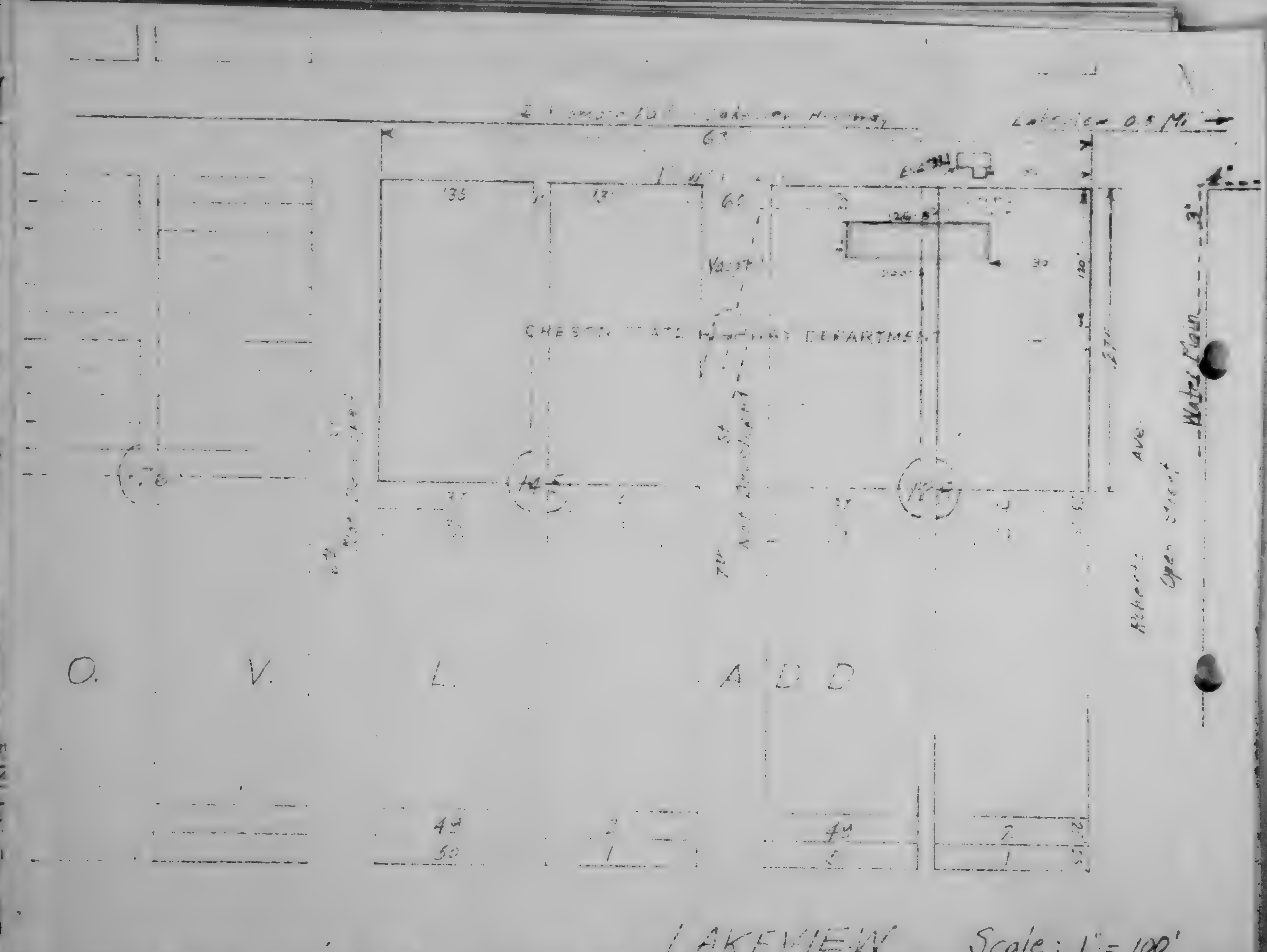
IAD:db
Encls.
cc-

NOTED
W. W. STIFFLER



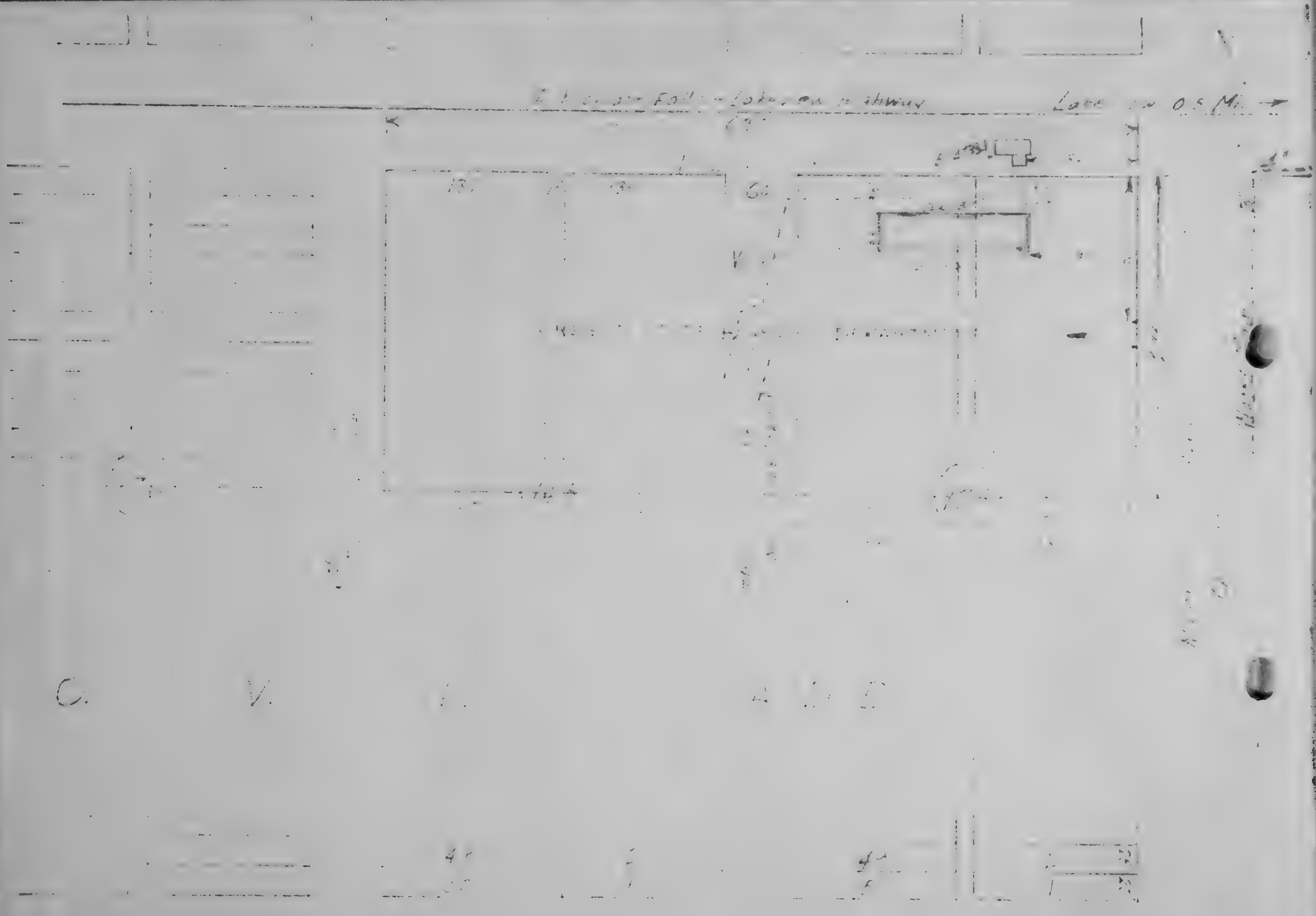
Proposed for
LAKEVIEW —
4 - 14' Doors.
4 - 12' Doors.

Similar to 10939 (Sisters)



LAKEVIEW. Scale: 1" = 100'

FOR FILING



LAKEVIEW Scale: 1" = 100'

RECEIVED
FOR FILING
FORM E-30 25M 9-51 52315

Maint.
Bldg. & Sites

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 18, 1954

SUBJECT: **Lakeview Maintenance Building**

To:

Mr. I. A. DeFrance
Assistant Maintenance Engineer

We have made a revised estimate for the Lakeview maintenance building based on reducing the size of the building from the original 36' x 140' to 32' x 126'-8" and omitting lockers, shelves, and the concrete floor in the warm storage room. The revised estimate of cost is $26,930.

5/

3366
30296
4000 State Force
34,300

G. S. Paxson Less [illegible]

24500
Misc Eng & Cont. 3000
27500

State Force
Grading & Sur. 2000
Sn. Sts. 1500
3500
31,000

GSP:gm
cc W. W. Stiffler ✓

NOTED
W. W. STIFFLER

RECEIVED
APR 15 1954
FOR FILING

Maint
Bldg. & Sites

Lakeview

Salem, Oregon
April 14, 1954

Mr. I. A. De France

Mr. Baldock has not approved the plans for constructing a new section maintenance headquarters building at Lakeview, estimated to cost $41,287.

It is his wish that this building, along with most all others scheduled for construction this year, be deferred until such time as we complete our study now being made, from which we will decide as to whether or not the field section maintenance organization should be altered or revised from the present system.

W. W. Stiffler

WWS:er

cc Mr. G. S. Paxson

RECEIVED
1954
FOR FILING

Maint
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 12, 1954

SUBJECT: Lakeview Maintenance Building

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Dear Sir:

Further reference is made to the proposed building at Lakeview. Further discussion discloses that this area is subject to standing water from melting snow in the spring breakup and for this reason, it is suggested that the floor in the proposed maintenance building be raised one foot higher than was previously proposed, that is; raised to 4734.

This will place the floor of the building one foot above the level of the truck scale and the highway and will make certain that the building is high and dry at all times. The additional foot rise in the floor elevation will cost very little more and should slope down to elevation 4733 ~~for~~ at approximately twenty feet in each direction from the building.

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD:db
cc-
cc- G. S. Paxson
Wm. E. Chandler
G. W. Ross

NOTED
W. W. STIFFLER

FORM E-30 25M 9-51 52215

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 10, 1954

SUBJECT: Maintenance Building at Lakeview

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Dear Sir:

We have an item in the 1954 Maintenance Station Improvement Budget carried forward from 1953 to construct a maintenance building at Lakeview. There was some discussion of the proposal to include an office for a Resident Engineer but due to intermittent need the construction of an office was deferred for future consideration.

Lakeview is located at the junction of five highway routes and will always be an important Highway Maintenance Station. All types of Extra Gangs headquarter there at times and a large, adequate building and yard are essential. We do not believe any type of reorganization would ever eliminate Lakeview as a maintenance headquarters due to the long distance to other centers of population. The stockpile site adjacent to our truck scale location has been agreed upon as the proper location.

In 1951 the request was for an 8-bay building but in 1953 the request was increased to 10 bays. We examined the equipment inventory for January 1954 and found equipment listed as follows:

2 Snogos
5 trucks with plows of which two had sanders.
1 motor grader
1 pickup
1 loader
1 mower
1 kettle

It appeared that 9 bays would accommodate the above - 8 bays for trucks and motor grader and one bay for pickup and loader with the mower and kettle parked in between or outside.

We therefore recommend a 9 bay building as shown on the attached details - 36'x140' of masonry construction similar to building recently constructed at Sisters.

We estimate the cost as follows: 36'x140' = 5040 sq.ft. at $6 (Bid price at Sisters) = $30,240 - add 12½% for Engineering and Contingencies makes $34,020. State Force work will consist of Service Station $1500 - Fill and surfacing $2000 Fencing $500 - Sub-total $4,000

The total cost would be $38,000 compared to our budget item of $36,000. We will be able to adjust our budget to take care of the overrun as we plan other proposed projects.

NOTED
W. W. STIFFLER

The power line is located along our north property line. There is no dewer and a septic tank just north of the building is shown. The water main will be run across Roberta Street to our East property line by the City of Lakeview. The building finish grade should be ~~33.0~~ 4734^{00} the same as the truck scale.

The building proposed is similar to the one recently constructed at Sisters. We suggest only one change-that the 12' storage bay section be made one block wider between the door and the end wall to permit some sign and miscellaneous storage along these end walls.

16" Building

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD:db
cc-
cc- G. S. Paxson
Wm. E. Chandler
G. W. Ross

Approved 3-12-54
W W Stiffler

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 10, 1954

SUBJECT:

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Dear Sir:

After study of the Lakeview Maintenance Building project it appears the entire amount budgeted for this building will be needed. We had previously thought that by cutting out the office we would reduce the amount required. We had overlooked the fact that Lakeview is an important snow removal center and required a 36' building.

In any event, no funds will be available from this project to cover the overrun at Winchester or North Roseburg. This overrun will have to come from some other item - possibly either the proposed trailer shelter at Prospect or the Car Storage Building proposed for the Roseburg Division Headquarters could be deferred this year.

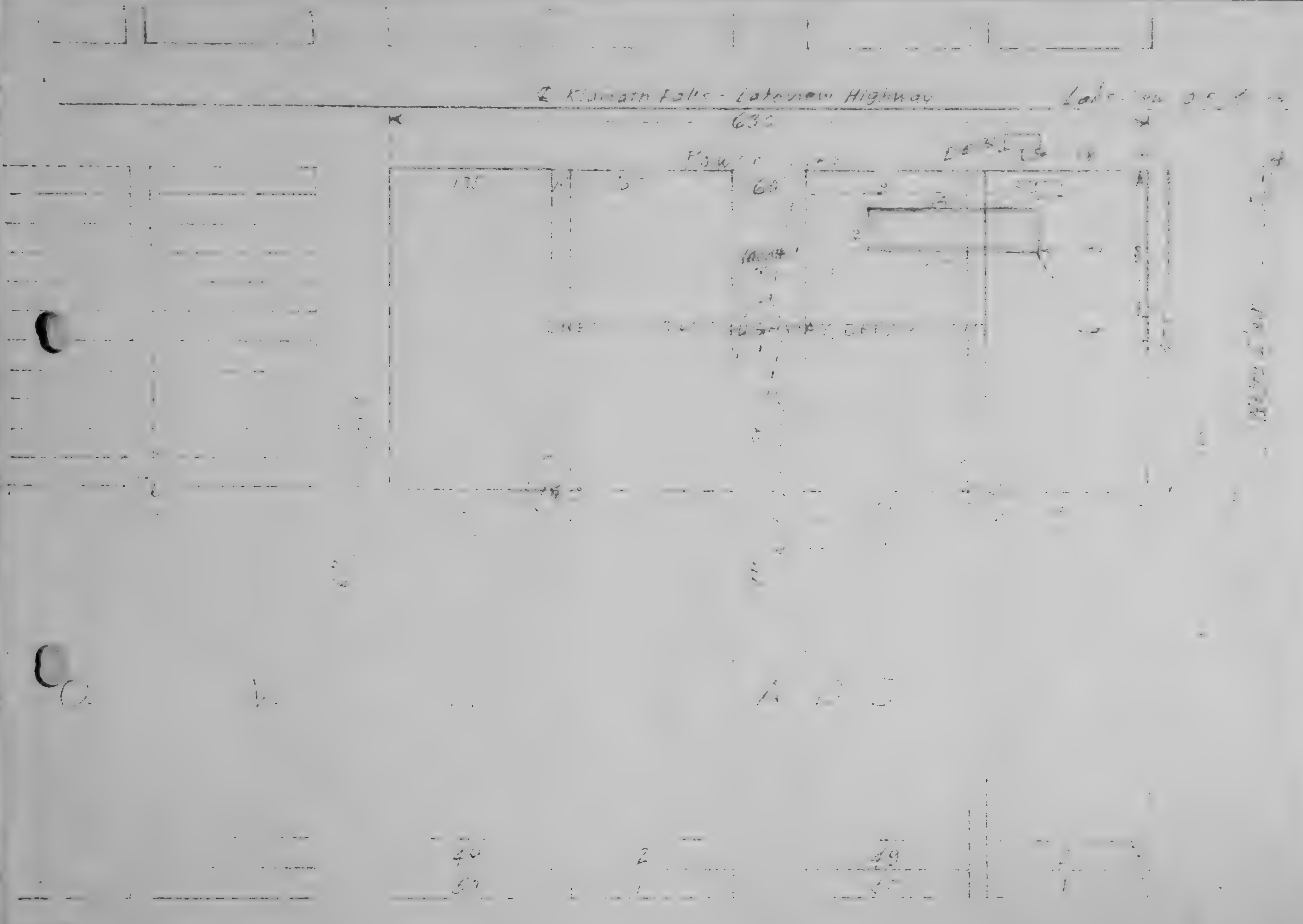
Very truly yours,

I A DeFrance

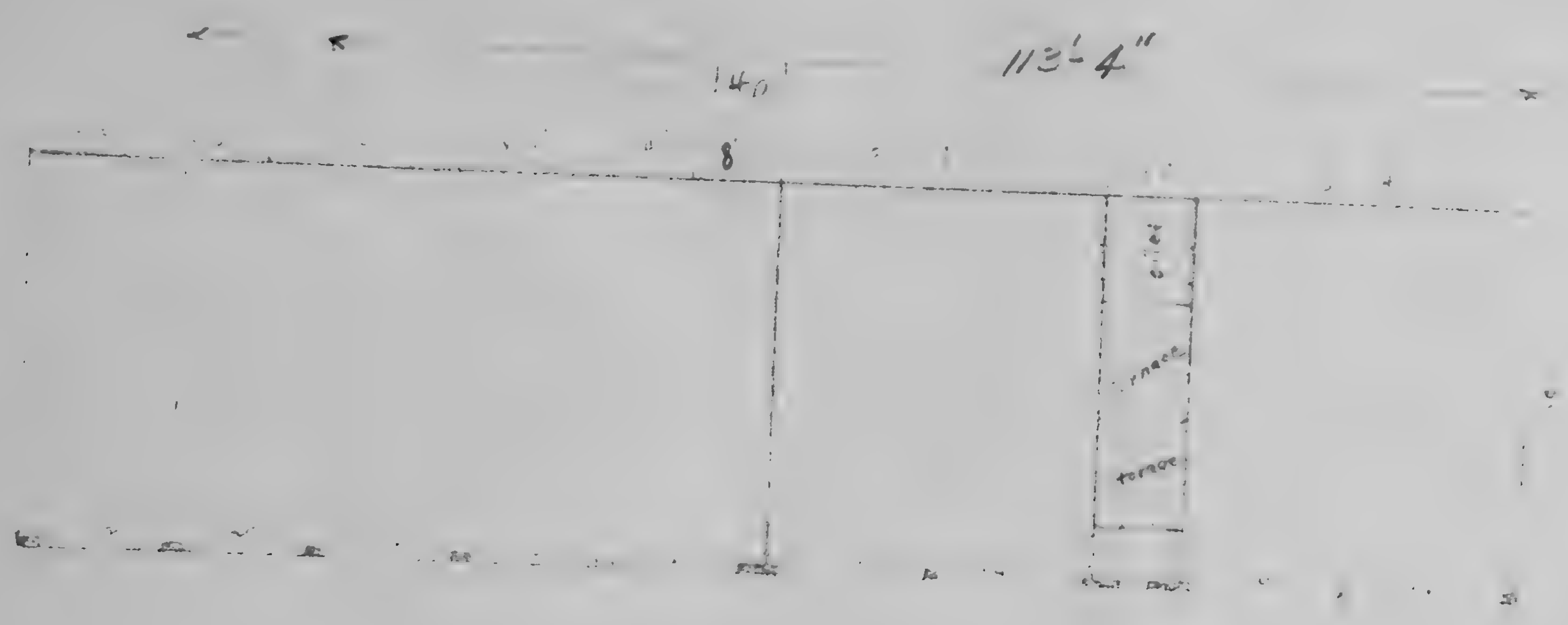
I. A. DeFrance
Assistant Maintenance Engineer

IAD:db
cc-
cc- Tom Edwards
G. S. Paxson

NOTED
W. W. STIFFLER



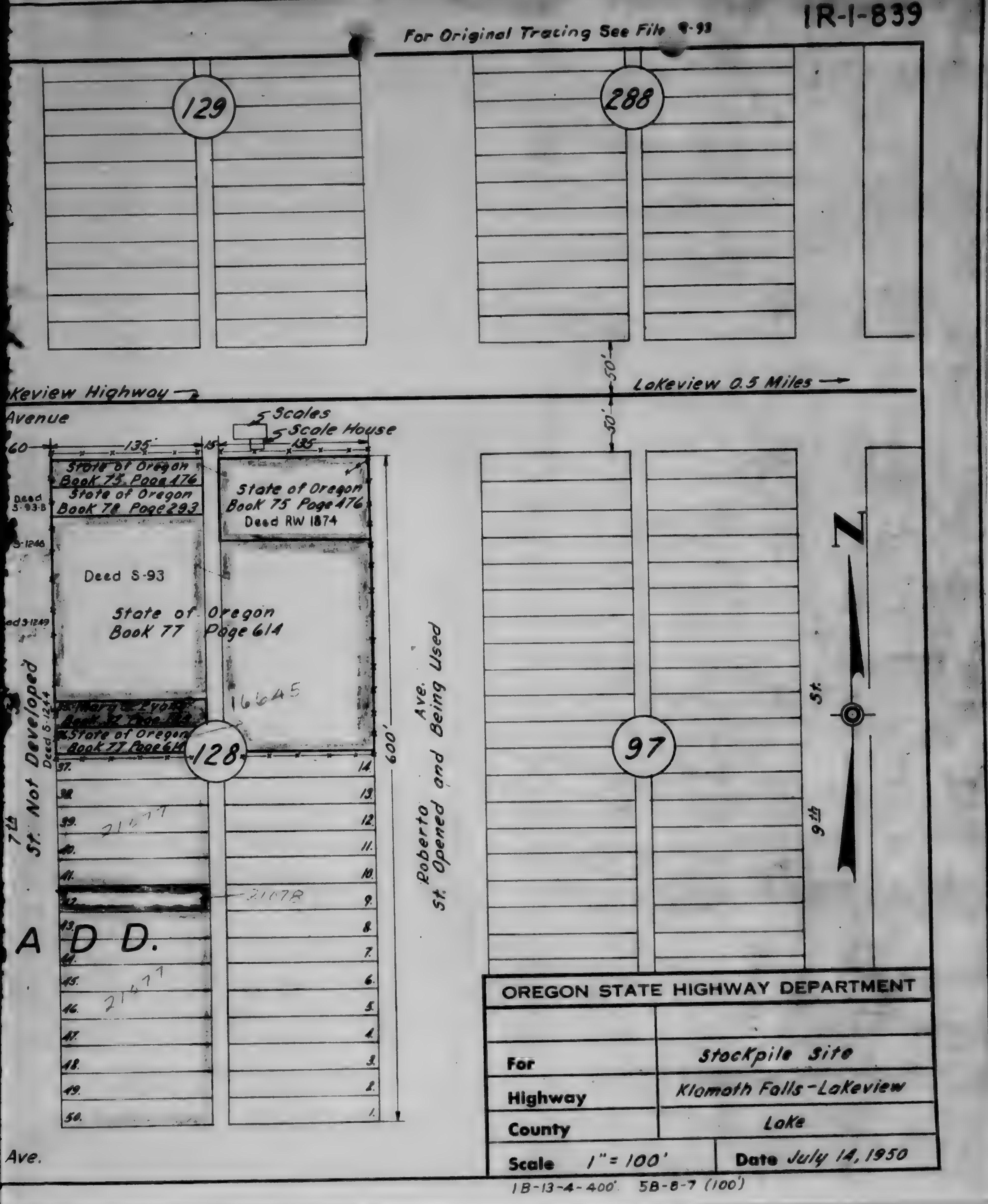
LAKEVIEW Scale: 1" = 100'


140'
113'-4"
8'
toilet
rnace
furnace

[illegible]
[illegible]
[illegible]
[illegible]

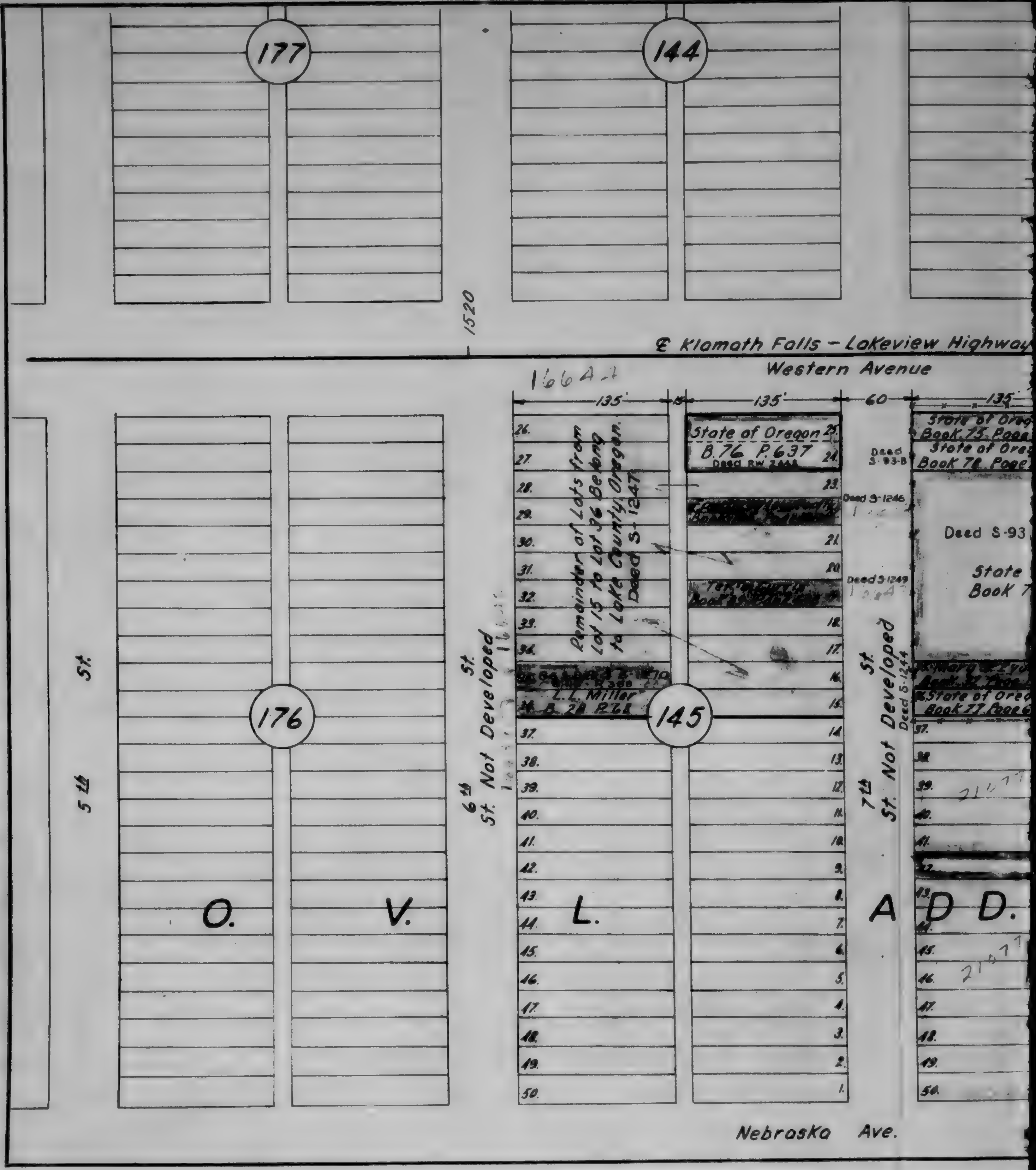
IR-1-839

For Original Tracing See File S-93



OREGON STATE HIGHWAY DEPARTMENT	
For	Stockpile Site
Highway	Klamath Falls-Lakeview
County	Lake
Scale 1" = 100'	**Date** July 14, 1950

1B-13-4-400' 5B-8-7 (100')


177
144
1520
℄ Klamath Falls – Lakeview Highway
Western Avenue
166A-2
135'
15
135'
60
135'
176
145
5th St.
6th St. Not Developed
7th St. Not Developed
Remainder of Lots from Lot 15 to Lot 36 Belong to Lake County, Oregon. Deed S-1247
State of Oregon B.76 P.637 Deed RW 2448
Deed S-93-B
Deed S-1246
Deed S-1249
Deed S-1244
L.L. Miller B. 28 P.268
State of Oregon Book 75 Page
State of Oregon Book 78 Page
Deed S-93
State Book 7
State of Oregon Book 77 Page 6
26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50.
25. 24. 23. 22. 21. 20. 19. 18. 17. 16. 15. 14. 13. 12. 11. 10. 9. 8. 7. 6. 5. 4. 3. 2. 1.
O. V. L. ADD.
Nebraska Ave.

F-320(5) Lenz Rd.-Kirk Rd. Unit, Mezama 1954
Jct.-Lobert Sec., The Dalles-
#4283 California Hwy.

F-320(5) Lenz Rd.-Kirk Rd. Unit, Mezama 1954
Jct.-Lobert Sec., The Dalles-
#4283 California Hwy.

F-320(5)
4283

May 17th, 1956

FINAL COST ANALYSIS

Lenz Road-Kirk Road Unit, Mazama Jct.-Lobert Section
Contract #4283
Paving
Warren Northwest, Contractor
J. G. Toole, Resident Engineer

The Dalles-California Highway
Prefix 18-1064 F-320(5)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Asphaltic Conc. Mixture	20,527.37	Ton	$ 4.15	$ 4.27	$ 87,624.19	$ 85,188.59
86-100 Asph. in Mixture	1,374.08	"	29.00	30.40	41,781.69	39,848.32
3/4"-0 Cinders in Shoulders	7,516	Cu. Yd.	2.40	2.39	17,985.46	18,038.40
Sprinkling	95.7	M/Gal.	2.50	2.46	235.69	239.25
Aggregate in Shoulder Oiling	3,102	Cu. Yd.	3.50	3.255	10,099.04	10,857.00
150-200 Asphalt in Shoulder Oiling	227.7	Ton	36.00	39.91	9,089.68	8,197.20
PA #2, RS-1 Asphalt in Tack Coat	17.15	"	75.00	64.03	1,098.27	1,286.25
PA #3, 121-150 Asphalt in Mixture	1,737.31	"	29.00	30.45	52,898.75	50,381.99
PA #4, RS-1 Asphalt in Seal Coat	148.46	"	46.23	46.39	6,888.17	6,863.31
PA #4, RS-1 Asphalt in in Shoulder Oiling	54	"	46.23	46.84	2,529.75	2,496.42
PA #5, ¼"-#10 Agg. in Pavement Seal	800	Cu. Yd.	5.00	3.41	2,724.49	4,000.00
PA #6, Haul & Place Agg. in Pavement Seal	272	" "	3.00	2.07	564.09	816.00
PA #7, ½"-¼" Mat'l. in Stockpile	1,045.4	" "	1.75	1.48	1,548.64	1,829.45
					$235,067.91	$230,042.18

Total Cost	$235,067.91
Gross Revenue	230,042.18
Net Loss	$ 5,025.73

Net Loss Equals 2.2% of Gross Revenue

Detail of Cost

Contract #4283

Labor:					
Labor & Supervision				$37,064.34	
Labor Insurance				3,150.41	$ 40,214.75
Materials:					
86-100 Asphalt	1,383.28 Tons at	$28.07	(Incl. Frt.)	$38,828.67	
121-150 "	1,751.54 " "	28.07	" "	49,165.73	
150-200 "	227.7 " "	28.63	" "	6,519.05	
RS-1 Asphalt	202.46 " "	39.03	" "	7,901.13	102,414.58
Equipment Rentals & Misc. Expense:					
Equipment Rentals (Owned)				$36,415.25	
Hired Trucks (Fully-operated)				25,980.16	
Gas, Oil & Grease				5,653.67	
Freight & Cartage				3,169.18	
Fuel Oil				10,341.98	
Small Tools & Misc. Supplies				1,804.85	
P.L. & P.D. Insurance				462.50	
Bond				1,527.54	
Home Office & General Overhead				7,083.45	92,438.58
Total Cost					$235,067.91

Breakdown of Crushing Cost

	Cost	Cu. Yds.	Unit Cost
Move In & Set Up	$ 5,484.11	32,990.77	$0.166
Haul to Crusher	9,942.68	32,990.77	0.301
Crushing	16,055.94	32,990.77	0.486
Stockpiling at Plant	4,322.89	29,880.00	0.144
Cost of Aggregate in Stockpile	$35,805.62	29,880.00	$1.085

The crushing plant operated 382 hours for an average production of 86.3 cu. yds. per working hour.

Breakdown of Class "B" Asphaltic Concrete

	Cost	Tons	Unit Cost
Move In & Set Up	$ 5,860.22	20,527.37	$0.285
Feed Aggregate to Plant	2,624.30	"	0.128
Heat & Mix	25,700.60	"	1.252
Haul to Street (Av. Haul 11.39 Miles)	19,360.97	"	0.943
Flag & Street Work	11,795.31	"	0.574
Cost of Aggregates	22,282.79	"	1.085
Cost of Mix	$87,624.19	20,527.37	$4.267
Cost of Asphalt Incl. Freight	94,680.44	"	4.61
	$182,304.63	20,527.37	$8.877

A 4,000-lb. batch paving plant operated 190 hours to produce 20,727.37 tons, an average of 108 tons per working hour.

(Note: 199 tons of plant mix was wasted due to poor mix for which the contractor was not paid).

LD NT

Contract #4283

Remarks:

This was a "Federal Aid Project" calling for the construction of 14.00 miles of asphaltic concrete pavement, construction of 14.00 miles of cinder shoulders and construction of 14.00 miles of oil mat wearing surface, Type 0-11 modified, on highway shoulders. This project was bid Sept. 23rd, 1954 and completed Sept. 2nd, 1955.

On May 23rd, 1955 the contractor started moving a 3-crusher plant into the cinder pit located on the east side and 2.95 miles distant from the highway at M.P. 223.56 on the The Dalles-California Highway (Mazama pit). The crushing plant was fed with a 3/4 cu. yd. shovel and three 6 cu. yd. trucks. All crushed materials were stockpiled at the plant except the oil rock which was hauled to the junction at M.P. 223.56 on the The Dalles-California Highway. The production of crushed cinders was low for this type of crushing plant. Due to wet cinders screening of the crushed material was very difficult.

On July 1st, 1955 the contractor started moving in a 4,000-lb. batch paving plant adjacent to the stockpile at the cinder pit. Paving was started July 14th, 1955 and completed August 12th, 1955. Due to excessive moisture in the cinders, two driers were used on the paving plant. This, with plant difficulties, caused the production to be low. All asphalt was shipped from Douglas Oil to Kirk Station in tank cars, then reheated and hauled to paving plant in company-owned transports. All plant mix was hauled to road in hired trucks and handled on the road by a Barber-Greene paver, two rollers and a crew of 5 men.

The shoulder oiling was done with the following equipment: one #12 blade, one 10-ton roller, one 1,500-gal. distributor, one 3/4 cu. yd. shovel and nine 6 cu. yd. hired trucks.

Due to low bid prices and excessive moisture in cinder materials, the contractor suffered a small loss from this project.

R. D. Asburry
Chief Cost Analyst

By . . K. T. Wechter

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DEC 29 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) November 25, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4283	1 Final	Warren Northwest, Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
23863	R 137227	$ 6,976.34	Nov. 25, 1955

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: July 31, 1955

Time Extensions: to Sept. 2, 1955 without penalty

Completion Date: Sept. 2, 1955

Date Accepted: Dec. 19, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-23-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: Ruth Rawling

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NOV 17 1955
FOR FILING

November 17, 1955

CERTIFIED MAIL

Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4283 for work performed on the Lenz Road-Kirk Road Unit, Masama Junction-Lobert Section of The Dalles-California Highway in Klamath County was completed by the contractor, Warren Northwest, Inc., on September 2, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $6,976.34 will be released to the contractor after acceptance by the Commission. The total contract amount is $230,042.18 and no force account work was performed on the project.

The state is not advised of anyunpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Federal Insurance Co.
Robt. E. Wallace, Mgr.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

RECEIVED
OCT 10 1955

FOR FILING

[illegible]

[illegible]

October 10, 1955

CERTIFIED MAIL

Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Warren Northwest, Inc. on contract No. 4283, covering the Lenz Road-Kirk Road Unit, Mazama Junction-Lobert Section of The Dalles-California Highway in Klamath County. This payment, in the amount of $11,206.99, will be released to the contractor on or after October 20, 1955. The retained percentage is $6,898.94.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Federal Insurance Co.
Robt. E. Wallace, Manager
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

gl

RECEIVED
OCT 4 1955
FOR FILING

October 4, 1955

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on September 22, had under discussion your request for an extension of time from July 31 to September 30, 1955 within which to complete your contract No. 4283, covering the Lenz Road-Kirk Road Unit, Mazama Junction-Lobert Section of The Dalles-California Highway in Klamath County.

We are pleased to inform you that the Highway Commission granted your request for an extension of time to September 2, 1955, the completion date of the contract, without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dean Swift,
Division Engineer

J. G. Toole,
Resident Engineer

H. O. Smith,
Construction Engineer

RECEIVED
OCT 4 1955
FOR FILING

TME

October 4, 1955

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on September 22, had under discussion your request for an extension of time from July 31 to September 30, 1955 within which to complete your contract No. 4283, covering the Lens Road-Kirk Road Unit, Masama Junction-Lobert Section of The Dalles-California Highway in Klamath County.

We are pleased to inform you that the Highway Commission granted your request for an extension of time to September 2, 1955, the completion date of the contract, without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

gl

Secretary

cc: Dean Swift,
Division Engineer

J. G. Toole,
Resident Engineer

H. G. Smith,
Construction Engineer

F- [illegible]

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 17, 1955

Section Lenz Road-Kirk Road Unit, Mazama Jct.-Lobert

Kind of work Paving

Highway The Dalles - California

Section prefix 18-1064

Contractor Warren Northwest Inc.

Contract number 4283

Date of contract September 23, 1954

Date of completion July 31, 1955

Date work started May 23, 1955

Estimated date of completion August 31, 1955

Project authorization $249,980.63

Exclusive of Engineering $232,204.23

Per cent of time elapsed 110 %

Estimated cost of completed project, exclusive of engineering $232,000.00

Per cent of contract completed, based on total contract price %

Engineering authorization $17,776.40

Engineering cost to date $17,000.00, 96 %

Date project was completed September 2, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Project was completed on September 2. Preparation of final records and estimate will be completed today.

Final report.

NOTED
H. G. SMITH

[illegible]

NOTED
L. H. Young

RECEIVED
SEP 19 1955
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
W. T. WRIGHT

Signed Jos. G. Toole, Resident Engineer,

Address P. O. Box 1090, Klamath Falls, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77000

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		14.0		14.0	14.0
Miles partially completed					
Miles completed		14.0		14.0	14.0
Total estimated quantities		7,000		500 5,000	2,730 21,000
Estimated quantities moved or placed to date		7,500		421 4,300	3,100 20,500
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair and Mild		
Monday	" " "		
Tuesday	Rain		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

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SEP 16 1955
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September 15, 1955

Oregon State Highway Commission

Request for Extension of Time
No. 13
September 22-23 Meeting

Gentlemen:

Herewith is a request from Warren Northwest, Inc., for an extension of time on the Lens Road-Kirk Road Contract, No. 4283, from July 31, 1955 to September 30, 1955.

The contractor was plagued by plant breakdowns and bad weather during the early spring and was necessarily delayed in completing the contract. The project was actually completed on September 8, 1955, and I recommend the extension to that date be granted without penalty. Mr. C. G. Polk, of the Bureau of Public Roads, concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosure

cc Mr. H. G. Smith

EAP:dt er

RECEIVED
SEP 13 1955
FOR FILING

F-320 (5)
[illegible]

September 8, 1955

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Will you kindly concur in an extension of time on the Lenz Road - Kirk Road Contract No. 4883, Oregon F-320 (5), from July 31, 1955, to September 2, 1955, to Warren Northwest Inc., Contractors.

The contractor was plagued by plant breakdowns and some bad weather during the forepart of the season and necessarily was delayed in completing the contract.

The delay did not increase costs of the work nor cause any inconvenience to the public. I, therefore, recommend the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

[illegible] W. Stiffler
Assistant State Highway Engineer

[illegible]:dt

RECEIVED
SEP 13 1955
FOR FILING

F-320(5)
4283

September 8, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

This is to advise you that work was completed on September 2, 1955 on Contract No. 4283, Lenz Road-Kirk Road Unit, Mazama Junction-Lobert Section, in Klamath County, in connection with Federal Aid Project No. F-320(5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Asst. State Highway Engineer

cc: John Cattrall

DBW:ch

RECEIVED
JUN 8 1955
FOR FILING

F-320 (5)
4283

June 6, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 23, 1955, on Contract No. 4283, Lenz Road-Kirk Road Unit, Mazama Junction-Lobert Section, in Klamath County, in connection with Federal Aid Project No. F-320 (5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:ia

Form PR 2 (Revised 1950)

State Oregon

Federal Aid

Project No. F-320(5)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 14th day of February, 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 20th day of August, 1954, a program, which was approved on the 7th day of September, 1954, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were [illegible] approved by the District Engineer of the Bureau of Public Roads on the 8th day of September, 1954; and

Whereas the [illegible] District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred forty-one thousand and 00/100 dollars ($141,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

Form PR 2 (Revised 1950)

1557

State Oregon

Federal Aid Project No. F-320(5)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 14th day of February, 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 20th day of August, 1954, a program, which was approved on the 7th day of September, 1954, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were approved by the District Engineer of the Bureau of Public Roads on the 8th day of September, 1954; and

Whereas the District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred forty-one thousand and 00/100 dollars ($141,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State **Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.** (Include date and citation of act of legislature by which authorized)

(*b*) From other sources ______ (State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between **survey station 1643+70 in the SE 1/4, Section 13, T. 30 S., R. 7 E., W.M., and survey station 2382+11.8 in the SW 1/4, Section 25, T. 32 S., R. 7 E., W.M., without exception,** ______, length **14.000** miles, in **Klamath** County, being **Oregon Federal Aid** project No. **F-320(5)**, consisting of **14.000** miles of roadway and **no** bridges, ~~each~~ of more than 20 feet clear span, ______ ~~of a mile in length~~.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of

one hundred forty-one thousand and 00/100

dollars ($141,000.00), which does not exceed the authorized Federal pro rata share of

two hundred twenty-nine thousand, twenty-five and 50/100

dollars ($229,025.50), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agree-

t for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures as of the day and year first

ve written.

ORMGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest H B Gearing Jr
SECRETARY

By ......
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By M O McLean
Member, State Highway Commission
(Title of officer)

By ......
(Title of officer)

By ......
(Title of officer)

ECOMMENDED FOR APPROVAL:

......
STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By ......
Division Engineer,
Bureau of Public Roads.

Oregon State Highway Department

Federal Aid
Project No. F-320 (5)

LENZ ROAD-KIRK ROAD SECTION

OF THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 31, 1954

Type Code 6201
Roadway (Sta. 1643+70 to Sta. 2382+11.8)

36	tons	200-300 Asphalt in Tack Coat	$ 45.00	$ 1,620.00
21,000	tons	Asphaltic Concrete Mixture	4.50	94,500.00
2,730	tons	86-100 Asphalt in Mixture	35.00	95,550.00
7,000	cu. yd.	3/4" - 0 Cinders in Shoulders	2.00	14,000.00
170	M-gal.	Sprinkling	2.50	425.00
3,240	cu. yd.	Aggregate in Shoulder Oiling	3.50	11,340.00
250	tons	150-200 Asphalt in Shoulder Oiling	45.00	11,250.00
70	tons	200-300 Asphalt in Shoulder Oiling	45.00	3,150.00
			Subtotal	231,835.00
			10% Engr. & Cont.	23,183.50
				$255,018.50

Length of Roadway	14.000 miles
Cost of Roadway per mile	$18,215.60

Federal Funds-	$158,000.00
State Funds-	97,018.50
	$255,018.50

CEIVED
CT 2 7 1954
OR FILING

October 26, 1954

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4283, which was awarded to you on September 23, 1954 by the State Highway Commission, for paving on the Lenz Road-Kirk Road Unit, Mazama Junction-Lobert Section of the The Dalles-California Highway in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
SEP 29 1954
FOR FILING

[illegible]
4283

September 27, 1954

Warren Northwest, Inc.
9860 N. E. Hancock Drive
Portland, Oregon

Gentlemen:

The State Highway Commission on September 23, 1954 awarded to you State Highway Contract No. 4283 for paving on the Lenz Road-Kirk Road Unit, Masama Junction-Lobert Section of The Dalles-California Highway in Klamath County.

This award was based on your bid of $208,205 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm
cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

RECEIVED
FOR FILING
Const
Fed Aid
[illegible]
(F-320(5))

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

September 23, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract for Oregon Project F-320(5), Lenz Road-Kirk Road Section of the Dalles-California Highway, to Warren Northwest, Inc. of Portland, Oregon, low bidder in the amount of $208,205.00 at the September 23, 1954 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
SEP 29 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

OREGON DISTRICT [illegible]
[illegible]
[illegible]
F-320(5)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

September 8, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-320(5), Lenz Road-Kirk Road Unit, Mazama Junction-Lobert Section of The Dalles-California Highway.

This is to authorize your advertising for bids.

Very truly yours,

C. G. POLK
District Engineer

By A. F. Bester
A. F. BESTER
Supv. Highway Design Engineer

RECEIVED
SEP 15 1954
OREGON
STATE HIGHWAY COMMISSION

RFI-324 (7) Gervais Rd. Undercrossing 1954

4284

RECEIVED
JUL 11 1955
FOR FILING

[illegible] 324(7)

OREGON STATE HIGHWAY DEPARTMENT
(date)
June 22, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4284	6-Final	Tom Lillebo

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
12212	R-125281	$ 11,978.67	6/22/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: June 30, 1955

Time Extensions: None

Completion Date: June 2, 1955

Date Accepted: June 30, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 7-6-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:
Ruth Rawlings

8

RECEIVED
JUN 13 1955

FOR FILING

EFI 234 (7)

4-84

June 10, 1955

REGISTERED MAIL

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, California

Gentlemen:

State Highway Contract No. 4284 for construction of the Willamette River-Hayesville (Gervais Road) Undercrossing on the Portland-Salem Expressway in Marion County was completed by the contractor, Tom Lillebo, on June 2, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $11,978.67 will be released to the contractor after acceptance by the State Highway Commission. The total contract amount is $97,955.67 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existance of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
OCT 27 1954
FOR FILING

[illegible]
[illegible]

October 26, 1954

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

We enclose herewith two fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4284, for construction of Gervais Road Undercrossing on the Portland-Salem Expressway in Marion County, awarded September 23, 1954.

Contract No. 4297, for constructing six structures on the Coast Fork Willamette River-Divide Unit on the Pacific Highway in Lane County, awarded September 30, 1954.

A copy of each of the above contracts are being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
OCT 27 1954
FOR FILING

[illegible]
4297

October 26, 1954

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

We enclose herewith two fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4284, for construction of Gervais Road Undercrossing on the Portland-Salem Expressway in Marion County, awarded September 23, 1954.

Contract No. 4297, for constructing six structures on the Coast Fork Willamette River-Divide Unit on the Pacific Highway in Lane County, awarded September 30, 1954.

A copy of each of the above contracts are being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
SEP 29 1954
FOR FILING

[illegible] 1(4)
4284

September 27, 1954

Mr. Tom Lillebo
Reedsport, Oregon

Dear Sir:

The State Highway Commission on September 23, 1954 awarded to you State Highway Contract No. 4284 for construction of the Gervais Road Undercrossing on the Portland-Salem Expressway in Marion County.

This award was based on your bid of $102,440.00 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary.
OREGON STATE HIGHWAY COMM.

ehr

cc
- H. G. Smith
- S. H. Probert
- R. G. Savage, SHC
- G. S. Paxson

RECEIVED
SEP 29 1954
FOR FILING

File

BFI-324(7)
4[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

September 23, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract No. 4284 for the Gervais Road Undercrossing Structure on Oregon Project BFI-324(7), Willamette River-Gervais Unit, Portland-Salem Expressway, to Tom Lillebo of Reedsport, Oregon, low bidder in the amount of $102,440.00 at the September 23, 1954 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
SEP 29 1954
OREGON
STATE HIGHWAY COMMISSION

26-6151 Oneonta Embankment and Riprap 1954
Repair Project on Col. River
4286 Hwy.

26-6151

OREGON STATE HIGHWAY DEPARTMENT
(date)
February 23, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4286	2-Final	Hutton-Kalkhoven	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
3191	R-116204	$ 511.51	2/23/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Nov. 30, 1954

Time Extensions: to Dec. 15, 1954 without penalty

Completion Date: Dec. 7, 1954

Date Accepted: Jan. 18, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-23-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer

H. B. Glaisyer
Secretary

Warrant Mailed: FEB 24 1955

Ruth Rawlings

NOTED ON CARD

RECEIVED
FEB 4 1955
FOR FILING

36-6151
4286

REGISTERED MAIL

February 4, 1955

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, California

Gentlemen:

State Highway Contract No. 4286 covering embankment and riprap repair on the Oneonta Section of the Columbia River Highway in Multnomah County was completed by the contractor, Hutton-Kalkhoven, on December 7, 1954 and was formally accepted by the Highway Commission on January 18, 1955.

Final payment in the amount of $511.51 will be released to the contractor on or after February 14, 1955. The total contract amount is $6758.03 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
DEC 24 1954
FOR FILING

26-4151
428

December 24, 1954

REGISTERED MAIL

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Hutton-Kalkhoven on contract No. 4286, for embankment and riprap repair on the Columbia River Highway in Multnomah County. This payment in the amount of $6,246.52 will be released to the contractor on or after January 3, 1955. The retained percentage is $534.38.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

[illegible]

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DEC 1 7 1954
FOR FILING

24-6151
41[illegible]

December 16, 1954

Hutton-Kalkhoven
10707 N. E. Sacramento St.
Portland 20, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on December 7, had under discussion your request for an extension of time from November 30, 1954 to December 15, 1954 within which to complete your contract No. 4286, for embankment and riprap repair on the Oneonta Section of the Columbia River Highway in Multnomah County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. G. Skelton,
Division Engineer

James W. Cochell,
Resident Engineer

H. G. Smith,
Construction Engineer

Form E-1

26-6151

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 10, 1954

Section Oneonta

Kind of work Embankment & Riprap Repair

Highway Columbia River

Section prefix 26 - 6151

Contractor Hutton - Kalkhoven

Contract number 4286

Date of contract September 23, 1954

Date of completion November 30, 1954

Date work started November 3, 1954

Estimated date of completion December 7, 1954

Amount of contract $ 11,103.13

Per cent of time elapsed 115.4 %

Estimated cost of completed project, exclusive of engineering $ 11,103.13

Per cent of contract completed, based on total contract price 95.0 %

Engineering cost to date $ 1,160.19, 136.4 %

Date project was completed Decembery 7, 1954

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor completed all work on Tuesday of this week. It is anticipated that all of the equipment will be moved off of the job by December 13, 1954.

Survey party has completed all field work. Office work in the process of completion, Semi - Final will be submitted on Monday of next week.

NOTED
O. A. CUTLER

NOTED
FORREST [illegible]

Signed James W Cockell

Address box 4699 Sellwood Station

RECEIVED
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CONST[illegible]

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.12				
Miles partially completed					
Miles completed	5.12				
Total estimated quantities	7,394.6				
Estimated quantities moved or placed to date	7,394.6				
Average daily quantities	380				
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	7				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ......1......, Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ......1......, Sheep-foot rollers ...., Dump Trucks 4, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	S howers		
Monday	Showers		
Tuesday	Cloudy		
Wednesday	Cloudy		
Thursday	Showers		
Friday	Cloudy		
Saturday	Cloudy		

STATE PRINTING

RECEIVED
NOV 4 1954
FOR FILING

[illegible]
4286

November 3, 1954

Hutton-Kalkhoven
10707 N. E. Sacramento St.
Portland 20, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4286, which was awarded to you on September 23 by the State Highway Commission, covering embankment and riprap repair on the Oneonta Section of the Columbia River Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
SEP 29 1954
FOR FILING

21-6151
4286

September 27, 1954

Hutton-Kalkhoven
10707 N.E. Sacramento Street
Portland 20, Oregon

Gentlemen:

The State Highway Commission on September 23, 1954 received and opened bids for the Oneonta Embankment and Riprap Repair Project on the Columbia River Highway in Multnomah County. Your company and the O & K Construction Company, Gresham, submitted identical low bids for this project in the amount of $7,125.00. The Commission on that day awarded your company the contract as a result of the flip of a coin by Mr. Lee Shannon, of the General Petroleum Company, a disinterested party.

This project has been assigned Contract No. 4286. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

RECEIVED
SEP 2 9 1954
FOR FILING

September 27, 1954

O. and K. Construction Company
Route 1
Gresham, Oregon

Gentlemen:

The State Highway Commission on September 23, 1954 received and opened bids for the Oneonta Embankment and Riprap Repair Project on the Columbia River Highway in Multnomah County. Your company and Hutton-Kalkhoven, Portland, submitted identical low bids for this project in the amount of $7,125.00. As a result of the flip of a coin by Mr. Lee Shannon, of the General Petroleum Company, a disinterested party, the Commission awarded the contract to Hutton-Kalkhoven.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

RECEIVED
SEP 14 1954
FOR FILING

26-6151

4286

September 14, 1954

Mr. E. F. Kidder, Division Engineer
Union Pacific Company
2525 N. Larabee Avenue
Portland 12, Oregon

Dear Sir:

We are mailing, under separate cover, a copy of special provisions and sketch map covering proposed embankment and rip-rap repair work on the Oneonta Section of the Columbia River Highway in Multnomah County. This project was previously advertised for the August 1954 Letting but all bids were rejected as being excessive.

This contract requires the contractor to protect your companies' tracks and properties and that he enter into an agreement with your company, and also that he furnish a bond in the amount of $50,000.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

JH:dw

cc: W. C. Williams
J. W. DeSousa
H. O. Smith

RECEIVED
FOR FILING

26-2151
4286

Salem, Oregon
August 4, 1954

Mr. A. G. Skelton

Mr. Baldock's letter of August 4 to Mr. E. F. Kidder, Division Engineer, Union Pacific Railroad Company, authorizes the replacement of various members on the railroad bridge 90.75 near the Oneonta slide borrow pit at the estimated cost of $3,500. The Company is to be reimbursed for the actual expense, which is authorized by an agreement entered into about 1938, and which has been extended and continued in force until about 1956.

The charges, when proper invoices are received from the Railroad Company, should be charged to the major classification 60 for the maintenance and operation of state-owned quarries and gravel pits (by county and controlled section).

W. W. Stiffler

WWS:er

cc Mr. H. G. Smith
Mr. E. A. Collier
Mr. C. H. Maison

RECEIVED
AUG 5 1954
FOR FILING

26-6151

4286

August 4, 1954

Mr. E. F. Kidder
Division Engineer
Union Pacific Railroad Company
2525 North Larrabee Street
Portland 12, Oregon

Dear Sir:

This is your authority to renew stringers, ties, and guardrails at an estimated expense of $3,500 on Bridge 30.75 leading to the Oneonta slide borrow pit.

Since we need to clean out this pit every few years, we feel it is economical to keep the bridge in service.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. W. Stiffler
Mr. H. G. Smith
Mr. A. G. Skelton
Mr. C. H. Maison - Charge to be made to Operation Stock Pile Sites, in accord with agreement on August 18, 1939 by and between the Highway Commission and the UPRR Co., which was extended on March 25, 1954 until August 17, 1956.

HGS: fp

FORM E30—30M—4-54—74386

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
July 30th, 1954

SUBJECT: Repairs to U.P. Bridge at Oneonta

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

I am forwarding herewith letter dated July 28, 1954 from Mr. E. F. Kidder, Division Engineer for the Union Pacific Company. Mr. Kidder advises that it is now necessary to renew stringers, ties, and guard rails on the temporary bridge over our haul road from the Oneonta Borrow Pit to the Express Highway, and that this work will cost between $3000.00 and $3500.00. In a telephone conversation with him, I advised that we would wish to retain this bridge. As you know, we now have a contract coming up for cleaning out the Oneonta Borrow Pit and hauling material from this to the Express Highway. It is expected that we will have need to use this bridge periodically for a number of years in the future for cleaning up material from this pit.

I believe the reply to this letter should come from the Salem office, and would appreciate you handling this matter.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encl.

RECEIVED
FOR FILING

26-6151

4286

July 29, 1954

Mr. E. F. Kidder, Division Engineer
Union Pacific Company
2025 N. Larrabee Avenue
Portland 12, Oregon

Dear Sir:

We are mailing under separate cover a copy of special provisions and sketch map covering proposed embankment and riprap repair work on the Oneonta Section of the Columbia River Highway in Multnomah County.

This contract requires the contractor to protect your companies' tracks and properties and that he enter into an agreement with your company and furnish a bond in the amount of $50,000.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

JR:dw

cc: W. C. Williams
J. [illegible] DeSousa
H. G. Smith

[illegible]

Form 2552
6-53-150M

UNION PACIFIC RAILROAD COMPANY

2525 North Larrabee Street
Portland 12, Oregon

July 28, 1954

File: D 9079-32-2

Mr. A. G. Skelton, Division Engineer
Oregon State Highway Department
P. O. Box 4644
Portland 2, Oregon

Dear Sir:

We maintain a bridge between our stations of Oneonta and Multnomah Falls, known as Bridge 30.75, at the expense of the State.

It is now necessary to renew stringers, ties and guard rails, which expense is estimated to be between $3000.00 and $3500.00, and this work must be undertaken very shortly.

Will you please advise me quickly if the State Highway Department requires this bridge any longer or if it can be removed. I desire to get the work under way early in August.

Yours very truly,

E F Kidder

E. F. Kidder,
Division Engineer.

EFK/f

RECEIVED
JUL [illegible] 1954
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 1

33-1041 Big Eddy-Dillon Guard Rail 1954
Project on the Col. River
4287 Hwy.

F

RECEIVED
FOR FILING

4287

FORM 2-125 20M REVISED 2-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

October 18, 1954

Mr. Ben R. Chandler, Chairman
Oregon State Highway Commission
P. O. Box 809
Coos Bay, Oregon

Mr. Charles H. Reynolds, Member
Oregon State Highway Commission
P. O. Box 898
La Grande, Oregon

Mr. M. K. McIver, Member
Oregon State Highway Commission
225 S. W. Broadway
Portland 5, Oregon

Re: Contract No. 4287
Wulfert Company, Inc.
Big Eddy-Dillon Section
Columbia River Highway
Guardrail project

Gentlemen:

Enclosed herewith is a legal memorandum prepared by Mr. Leslie M. Hampton, of this office, setting forth the legal considerations embodied in the determination made by this office that the award of the contract to Wulfert Company, Inc., for construction of the guardrail on the Big Eddy-Dillon Section of the Columbia River Highway was void, giving rise to my recommendation to the Commission that the purported award of this contract be canceled and all bids rejected and the project readvertised for submission of new bids at the October meeting of the Commission.

Pursuant to the action taken by the Commission at its special telephone meeting on October 11th, attended by Commissioner Reynolds, Commissioner McIver, and Deputy State Highway Engineer Williams, we have given notice to Wulfert Company, Inc., of the cancellation of the award of the contract, the rejection of all bids, and the fact that new bids will be called for.

Yours very truly,

C. W. ENFIELD
Chief Counsel

CWE:avh
cc - R. H. Baldock
H. B. Glaisyer
W. C. Williams
S. H. Probert
H. C. Smith
Leslie M. Hampton

FORM E-90 25M 6-51 28015

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 14, 1954

SUBJECT:

To: Mr. C. W. Enfield
Chief Counsel
Office

Dear Mr. Enfield:

Pursuant to the request of Mr. George E. Rohde and in accordance with the conference of October 11, 1954, in your office, I have prepared a memorandum with respect to the legal effect of action by the Highway Commission, purporting to awarding a construction contract to a successful bidder who has not qualified under the provisions of ORS 279.012. As you know, the issue arose when it was discovered that Wulfert Company, Inc., who was awarded Contract No. 4287 for the construction of the Big Eddy-Dillon guard rail project on September 23, 1954, had not prequalified as a corporation at the time the award was made. Wulfert Company, Inc., is the successor of Wulfert Company, a partnership, which had previously prequalified. The change in status of the company is undoubtedly the reason for the erroneous award.

In determining the issue, we will examine the pertinent statute sections, consider the cases in Oregon and other jurisdictions, and finally, apply the facts in question to the law.

The pertinent statute sections are ORS 279.012 and ORS 279.014, which state:

> "279.012 Qualification of bidders. Subject to subsection (2) of ORS 279.014, bids for all contracts for public improvement, estimated at a total cost of $10,000 or over by the state, county, city, town, district, board or other public body, shall be received only from persons who have been qualified by the public officer as prescribed in ORS 279.014 to 279.018 or by the appeal board as prescribed in ORS 279.024."

> "279.014 Statement or qualification by bidder required before delivery of bid proposals. (1) Every public officer charged with the duty of receiving bids for and of awarding any public contract for public improvement, estimated at a total cost of $10,000 or over, shall, before delivering any form for bid proposals pertaining thereto to any person, require such person to submit a full and complete statement as described in ORS 279.016. The statement, with any subsequent

> amendments, shall be filed with the public officer not later than 10 days prior to the time set for opening bids.
>
> "(2) No bids shall be received from any person who has not submitted the sworn statement described in ORS 279.016, but a prospective bidder who has once qualified to the satisfaction of the public officer and wishes to become a bidder on subsequent public improvements under the jurisdiction of the public officer to whose satisfaction the prospective bidder has qualified under ORS 279.010 to 279.026 need not separately qualify for each public contract for public improvement unless the public officer so requires."

The foregoing statutes seem to be quite clear in specifying that a bid shall not be received from anyone who has not previously prequalified. Therefore, validity of a contract awarded to one who had not qualified would necessarily depend on a waiver of the requirements or upon some subsequent act which validified the contract. We will not examine the law as set forth in the texts and cases to determine whether a contract award made in the present circumstances can be upheld.

The general rule regarding the authority of a political subdivision of the State in contracting is stated in 38 Am. Jur., Municipal Corporations, Section 505, page 180:

> "Generally.--A municipal corporation, in contracting, must act not only within the limits of the power granted, but it must observe the statutory or charter requirements as to the creation of municipal obligations. A contract entered into by a municipal corporation in relation to a subject matter upon which it has authority to act, but without compliance with the conditions which the Constitution or the legislature has prescribed as a necessary preliminary to contracts of such a character, is generally held to be invalid. Such a contract is, in the broader meaning of the term, an ultra vires contract, but it is ultra vires in a secondary sense, and is not dealt with as strictly as a contract relating to a subject matter with which the municipality has no power to deal. However, a municipal contract should not be held invalid for mere technical informalities in the procedure of the governing body, or for acts of the municipal officers, where such invalidity is not declared, or such holding required, by the charter or statutes." (Citing cases)

Section 509 of the same works states on page 185:

> "The general rule is that municipal corporations may ratify contracts made on their behalf which they have authority to make. **** On the other hand, where a municipal corporation has no original power to enter into a particular

> contract, or where a contract is invalid by reason of being in violation of law, it cannot be ratified. **** A municipal corporation may not render an ultra vires contract valid by merely electing to treat it so. To do so would be to allow it to do by indirection that which it could not do directly. ****"

The rule of law in Oregon with respect to the validity of a purported contract where the method prescribed by the statute is not followed is set forth in *Terwilliger Land Co. vs. City of Portland*, 62 Ore. 101, 123 Pac. 57 (1912). In that case the court stated at page 106:

> "Where the statute, from which the authority to improve streets is derived, prescribes the mode in which it shall be exercised, that mode, and no other, must be pursued; for the statute is the sole source of authority. It has been said: 'The mode constitutes the measure of the power.'"

In *Kernin vs. City of Coquille*, 143 Ore. 127, 21 P.2d 1078 (1933), the court stated at page 138:

> "The general rule is that if a contract is within the corporate power of a municipality but the contract is entered into without observing certain mandatory legal requirements specifically regulating the mode in which it is to be exercised, there can be no recovery thereunder. **** Yet if the contract is entered into or executed in a different manner, the mere fact that the municipality has received the benefits of the contract which has been performed by the other party does not make the municipality liable, either on the theory of ratification, estoppel, or implied contract, in order to do justice to the other party by paying the reasonable value of the property or services."

In *Forrester vs. City of Hillsboro*, 156 Ore. 89, 66 P.2d 496 (1937), the court stated at page 91:

> "However, it is equally well settled that a contract with a municipal corporation must have been entered into in the mode provided by statute or the charter. It is beside the question to rely upon acceptance of services by the city as a basis of liability. *The plaintiff was bound to know the extent of authority of the manager of the city who employed him. He was also bound to know the mode in which such contracts must be executed*. When he proceeded with the performance of the work without compliance with the plain mandate of the charter, a risk of nonliability was assumed. As applied to a particular individual it may be a harsh rule, but the protection of the public against fraudulent and improvident contracts is paramount." (Underscoring added)

The Oregon rule where the statutory mode is not followed can be summed up by saying that such a contract is invalid, the other party, who was bound to know the authority of the public official and the statutory procedure, cannot recover on the contract even though the governing body has accepted the services. The rule is supported by a long line of Oregon cases:

The Springfield Milling Company vs. Lane County, 5 Ore. 265 (1874);
D. W. Ward vs. Town of Forest Grove, 20 Ore. 355, 25 Pac. 1020 (1891);
Jones vs. City of Salem, 63 Ore. 126, 123 Pac. 1096 (1912);
Temple vs. Portland, 77 Ore. 559, 151 Pac. 724 (1915);
State ex rel vs. Funk, 105 Ore. 134, 199 Pac. 592, 209 Pac. 113 (1922);
White vs. City of Seaside, 107 Ore. 330, 213 Pac. 892 (1923); and
Twohy Bros. Co. vs. Ochoco Irrigation District, et al., 108 Ore. 1, 210 Pac. 873, 216 Pac. 189 (1923).

The pertinent question at this point is, of course, whether a prequalification statute is a mandatory condition precedent to making a valid construction contract. It could be argued that prequalification is not an essential element of the contract itself but only an aid to the department or commission in selecting competent contractors. However, although research failed to disclose a case exactly in point, the best authority is that the prequalification when prescribed, as in Oregon, is a necessary element in making a valid contract.

In Barber Asphalt Paving Company vs. Kosta, 28 Cal. A. 51, 152 Pac. 296 (1915), the California Supreme Court was faced with a situation in which the statute required a contractor to furnish an affidavit to the effect that the submitted bid was genuine and not collusive or sham, that he had not colluded, conspired, connived or agreed with any other bidder to put in a sham bid, etc. The contractor, who had been awarded the contract, sued on it without alleging compliance with the statute. The court stated:

> "The making of a valid bid is as essential as any other act leading up to the award of the contract. Every requirement of the law relating to the bid and calculated to prevent bogus and dishonest bids must be observed or the contract will be void. **** The provisions of Section 6, requiring each bidder to place on his bid his affidavit that it is not sham and that he intends no fraud or collusion presents a somewhat different question. It does not expressly forbid the letting of a contract to a bidder whose bid does not comply with the requirement nor declare that such affidavit shall effect the power of the council to award the contract to such bidder. To this extent it seems less imperative

> than Section 8. Nevertheless, under the settled rules concerning proceedings to tax private property for public improvements, we think a substantial, if not a literal, compliance with this provision is a condition precedent to the power to enter into the contract. **** If it were merely directory, it could be entirely disregarded without invalidating the contract, unless the owners of property affected were unusually vigilant and were able to discover and prove the fraud or collusion. Thus the main objection sought to be obtained by this safeguard would be frustrated."

In a Montana case, State vs. Toole, et al., 25 Mont. 45, 66 Pac. 496 (1901), the court was faced with a situation where a statute required all calls for bids to be advertised in two newspapers; however, a call for bids was advertised in one newspaper and thereafter the contract was let. The court stated at page 501:

> "Where advertising for bids is a statutory requirement, the law is that neither the municipality nor its agents can make a contract binding upon it without compliance with the formalities so prescribed. 'Bids need not be called for unless the statute requires it; but if notice, advertising, and similar preliminaries are required, a contract entered into without attention to these preliminaries will be held invalid.' **** The legislative assembly has the right to prescribe the manner of giving notice for proposals to furnish supplies. **** for the reason that the advertisement for proposals was not published in accordance with the requirements of Section 705 of the Political Code, the alternative writ is quashed, and the proceedings is dismissed."

> Also see Town of Holbrook vs. Girand, 52 Ariz. 291, 80 P.2d 695 (1938); Nebraska Bridge Supply and Lumber Company vs. Jefferson County, et al., 175 Okla. 455, 53 P.2d 533 (1936); and Perry Water, Light and Ice Company vs. City of Perry, 29 Okla. 593, 120 Pac. 582 (1911). Also on the subject in general see 84 A.L.R. 954 and 110 A.L.R. 155.

In summation and conclusion, it appears that the contractor who was awarded the contract failed to qualify under provisions of ORS 279.012. The prequalification statute is a mandatory prerequisite step to the formation of a valid construction contract. The prequalification requirements cannot be waived nor can a contract made with a person who has not qualified be ratified by subsequent act of the State. The contract award is void and a nullity because of the failure to follow the mode of contracting set forth in the statute.

In reference to the specific issue, the award to Wulfert Company, Inc., of Contract No. 4287 for the construction of the Big Eddy-Dillon guard rail project is void; and a contract should not be executed with said Wulfert Company.

Yours very truly,

LESLIE B. HAMPTON
Assistant Attorney

LBH/mlk

RECEIVED
OCT 19 1954
FOR FILING

33-1641
4287

October 11, 1954

REGISTERED MAIL

Wulfert Company, Inc.
14665 Washington Avenue
San Leandro, California

Gentlemen:

On September [illegible], 1954, the State Highway Commission awarded to your corporation Contract No. [illegible] for the construction of the [illegible] Guard Rail Project, and by letter of September 27, 1954, you were informed of the award and advised that the formal contract would be forwarded in a few days for execution. The following day we noted for the first time that your bid had been submitted in the name of Wulfert Company, Inc., rather than in the name of Wulfert Company, a general partnership, as previously qualified by your Qualification Statement of April 1, 1954.

You will note on Page 2 of the Proposal for Highway Construction sent you in connection with the above project that proposals for projects estimated to cost more than $10,000 would be received only from bidders who have prequalified as required by the provisions of ORS 279.010 to 279.028. The Instructions in the Prequalification Questionnaire set forth in the main the requirements provided by the aforementioned statutes. Section 279.012 Oregon Revised Statutes reads as follows:

> "279.012 Qualification of bidders. Subject to subsection (2) of ORS 279.014, bids for all contracts for public improvement, estimated at a total cost of $10,000 or over, by the state, county, city, town, district, board or other public body, shall be received only from persons who have been qualified by the public officer as prescribed in ORS 279.014 to 279.018 or by the appeal board as prescribed in ORS 279.024."

Our Legal Department upon consideration of the problem presented by the fact that this contract was awarded to a bidder who had not previously qualified under the appropriate statute advised that where the statute, from which the authority to enter into contracts, prescribes the mode in which it shall be exercised, that mode, and no other, must be pursued; for the statute is the sole source of authority.

The State Highway Commission upon being apprised of the facts and the law, met in special session today and expressly rescinded the award of the said Contract No. 4287 to you for the reason that your corporation had not been qualified pursuant to the above mentioned statute prior to receiving your bid. This is, therefore, to inform you of the Commission's action and to advise you to take no further action with respect to the aforementioned contract. The project will be readvertised this week and bids will be called for letting at the Commission's meeting to be held in Portland, Oregon, on October 28, 1954.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

GBR:jfw

Prequalification Questionnaire - Apr 1, 1954

Wulfert Company
A General Partnership
Organized Jan 1, 1950

Prequalification Questionnaire - Oct 5, 1954

A Calif Corp.
incorporated Feb. 1, 1954

Successor to Wulfert Company, a limited partnership

Registered Cal. Corp. Comm Oct 8, 1954
Application says incorporated Dec. 31, 1953

Reynolds & McIver
approved rejecting all
bids and re-advertising
[illegible] - for job

RT COMPANY
, SAN LEANDRO, CALIF., LOCKHAVEN 8-3368

October 5, 1954

H. B. Glaisyer, Secretary
Oregon State Highway Department
Salem, Oregon

Dear Mr. Glaisyer:

In accordance with your request of September 28, 1954, the enclosed Confidential Financial Statement, Equipment and Experience Questionaire has been prepared and is respectfully submitted.

Particular attention is invited to page 13, and the section dealing with foreign corporations. We were informed today by our attorney that our Oregon agents had notified him, by telegram, that it was impossible to file our articles of incorporation in Oregon because of the temporary vacancy of the office of the Commissioner of Corporations.

Our understanding is that this situation will prevail until your Governor appoints a successor to the late Commissioner. Nevertheless we shall comply with those requirements as quickly as possible and shall forward the information required as soon as it becomes available.

Very truly yours,

WULFERT COMPANY, INC.

By W. J. Fullan
W. J. Fullan

WJF:vb
encl.

REFERRED TO
[illegible]
BY SECRETARY

discuss with Bob Moy -
let me know the results.

FENCING SPECIALISTS AND ALLIED PRODUCTS

NORTHERN CALIFORNIA CHAPTER AGC ASSOCIATE MEMBER

CALIFORNI[illegible]TRACTORS
LICENSE [illegible]951

Wulco Products

WULFERT COMPANY

14665 WASHINGTON AVE., SAN LEANDRO, CALIF., LOCKHAVEN 8-3368

October 5, 1954

H. B. Glaisyer, Secretary
Oregon State Highway Department
Salem, Oregon

Dear Mr. Glaisyer:

In accordance with your request of September 28, 1954, the enclosed Confidential Financial Statement, Equipment and Experience Questionaire has been prepared and is respectfully submitted.

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Our understanding is that this situation will prevail until your Governor appoints a successor to the late Commissioner. Nevertheless we shall comply with those requirements as quickly as possible and shall forward the information required as soon as it becomes available.

Very truly yours,

WULFERT COMPANY, INC.

By W. J. Fullan
W. J. Fullan

WJF:vb
encl.

REFERRED TO
[illegible]
BY SECRETARY

discuss with [illegible] -
let me know the results.

FENCING SPECIALISTS AND ALLIED PRODUCTS

AGC
NORTHERN CALIFORNIA CHAPTER
ASSOCIATE MEMBER

file

RECEIVED

CALIFORNIA CONTRACTOR LICENSE 951

Wulco Products

WULFERT COMPANY

14665 WASHINGTON AVE., SAN LEANDRO, CALIF., LOCKHAVEN 8-3368

September 30, 1954

NOTED
FLOYD QUERY

Mr. H. B. Glaisyer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Glaisyer:

Thank you for your letter of September 28, 1954 and for the financila statement questionaire. We are completing the questionaire and our attorney is registering the corporation with the Oregon Corporation Commissioner.

We assure you that these matters will be handled as expeditiously as possible.

Very truly yours,

WULFERT COMPANY, INC.

By W. J. Fullan
W. J. Fullan

WJF:vb

RECEIVED
OCT 1 1954
OREGON
STATE HIGHWAY COMMISSION

NORTHERN CALIFORNIA CHAPTER AGC ASSOCIATE MEMBER

FENCING SPECIALISTS AND ALLIED PRODUCTS

RECEIVED

CALIFORNI[illegible] LICENSE [illegible]

Wulco Products

WULFERT COMPANY

14665 WASHINGTON AVE., SAN LEANDRO, CALIF., LOCKHAVEN 8-3368

September 29, 1954

Oregon State Highway Department
Salem, Oregon

NOTED
FLOYD QUERY

Gentlemen:

Thank you for your letter of September 27, 1954 confirming the award of Contract No. 4287 to our company.

In this regard we respectfully request that this inquiry be forwarded to the respective state agencies which can give specific information to non-resident Corporations, doing business in Oregon, on the following topics:

1. Workmens Compensation Insurance. — SIAC 1 copy
2. Unemployment Insurance.
3. Project payroll affidavits and reports.
4. Other reports peculiar to Oregon Highway projects. - Corp. Com 1 copy

Although we have performed work in Oregon in the past, we have undergone a recent reorganization in office personnel and procedures and we desire to be informed on these points before our work on the present project commences.

Your cooperation is earnestly solicited.

Very truly yours,

WULFERT COMPANY, INC.

By W. J. Fullan
W. J. Fullan

WJF:vb

encls. - 2

RECEIVED
OCT 1 1954
OREGON
STATE [illegible] COMMISSION

NORTHERN CALIFORNIA CHAPTER AGC ASSOCIATE MEMBER

FENCING SPECIALISTS AND ALLIED PRODUCTS

'7

RECEIVED
SEP 29 1954
FOR FILING

September 28, 1954

Wulfert Company
14665 Washington Avenue
San Leandro, California

Gentlemen:

On September 23rd, you were the low bidder for the Big Eddy-Dillon Guard Rail Project, bidding in the name of Wulfert Company, Inc.

On checking your proposal prior to issuing a contract, we find that you have been prequalified with us as Wulfert Company, a partnership, and we have no statement from your company as a corporation. The Corporation Commissioner's office in the State Office Building, Salem, advises us that they do not have a record of your company as a corporation.

Before the contract can by sent to you for execution, it will be necessary that you register with the Corporation Commissioner and that you submit a prequalification statement showing your company as a corporation. We have attached two prequalification forms for your use. Only one of these need be returned.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mdm
Attach.

RECEIVED
SEP 29 1954
FOR FILING

4287

September 27, 1954

Wulfert Company, Incorporated
14665 Washington Avenue
San Leandro, California

Gentlemen:

The State Highway Commission on September 23, 1954 awarded to you State Highway Contract No. 4287 for construction of the Big Eddy-Dillon Guard Rail Project on the Columbia River Highway about 5 miles east of The Dalles in Wasco County.

This award was based on your bid of $41,136.40 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert
R. G. Savage, SIAC

UI-323(8)   53rd Ave. Undercrossing   1954

#4285

RECEIVED
OCT 1 1955
FOR FILING

[illegible]

[illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
September 29, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4285	10-Final	Gibbons & Reed Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19816	R-133064	$ 1,625.13	9/29/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: July 31, 1955

Time Extensions: None

Completion Date: July 30, 1955

Date Accepted: Sept. 22, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-30-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

Ruth Rawlings

NOTED ON CARD

RECEIVED
SEP 22 1955
FOR FILING

[illegible]
[illegible]

September 21, 1955

CERTIFIED MAIL

Peerless Casualty Company
Rathbone, King & Seeley
310 S. W. Fourth St.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4285 for constructing the 53rd Avenue Undercrossing on T. H. Banfield Expressway in Multnomah County was completed by the contractor, Gibbons & Reed Co., on July 30, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $1,625.13 will be released to the contractor after acceptance by the Commission. The total contract amount is $53,391.42, of which amount $125.47 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl

cc: Peerless Casualty Co.
M. B. Waterbury, Agent
917 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
AUG 16 1955
FOR FILING

CERTIFIED MAIL August 16, 1955

Peerless Casualty Company
Rathbone, King & Seeley
310 S. W. Fourth St.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Gibbons & Reed Co. on contract No. 4285, covering 42nd Ave.-92nd Ave. Undercrossing Section on the T.H. Banfield Expressway in Multnomah County.

This payment, in the amount of $2,169.80, will be released to the contractor on or after August 26, 1955. The retained percentage is $1,601.02.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

gl

Secretary

cc: W. B. Waterbury
917 Board of Trade Bldg.
Portland 4, Oregon

iled in
#4203

NOTED ON CARD

UI-323(8)
4285

PROJECT AGREEMENT

June 20, 1955

DESCRIPTION: (JOB, SECTION AND HIGHWAY)

42nd-92nd Avenue Section (Structures)
T. H. Banfield Expressway
Multnomah County

NATURE OF WORK:

Structures

CONTRACT NUMBER, CONTRACTOR AND DATE OF AWARD:

4203 - Schrader Constr. Co.	1-14-54
4253 - United Builders, Inc.	8-9-54
4285 - Gibbons & Reed Co.	9-23-54
4331 - Lord Bros. Contr.	12-23-54

DATE OF COMPLETION:

4203 - Extended to Apr. 1, 1955
4253 - May 31, 1955
4285 - July 31, 1955
4331 - August 31, 1955

REMARKS:

Project Agreement filed in
UI-323 (8) Contract #4203

9

RECEIVED

FOR FILING

US - 523 (1)

4285

FORM E-128 30M REVISED 8-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

November 18, 1954

Gibbons & Reed Company
P. O. Box 4989
Portland 13, Oregon

Attention: Mr. Toolson

NOTED
W. C. WILLIAMS

Gentlemen:

Re: 53rd Avenue Undercrossing
Contract 4285

Contract for this structure was awarded you in September, and all the grading work that would interfere with the bridge construction has been completed for a considerable length of time. We are under considerable pressure from local residents to get this street back into use at the earliest possible date.

We have executed a price agreement with you covering the construction of a footbridge to carry pedestrian traffic during the time the street is closed. If we are to get maximum advantage from the expenditure for this footbridge, it must be in at the earliest possible date. Will you please take steps immediately to start the construction of the footbridge and of the main structure and push this work to its completion.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
cc A. G. Skelton
W. C. Williams ✓
L. R. Allen

RECEIVED
NOV 18 1954
STATE HIGHWAY ENGINEER

RECEIVED
NOV 4 1954
FOR FILING

[illegible]
4285

November 3, 1954

Gibbons & Reed Co.
P. O. Box 4989
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4285, which was awarded to you on September 23 by the State Highway Commission, for construction of 53rd Avenue Undercrossing on the 42nd Avenue-92nd Avenue Section of the T. H. Banfield Expressway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
SEP 2 9 1954
FOR FILING

[illegible]
[illegible]

September 27, 1954

Gibbons & Reed Company
P. O. Box [illegible]
Portland [illegible], Oregon

Gentlemen:

The State Highway Commission on September 23, 1954 awarded to you State Highway Contract No. 4285 for construction of the 53d Avenue Undercrossing over the T. H. Banfield Expressway in Portland, Multnomah County.

This award was based on your bid of $51,401.00 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert
R. G. Savage, SIAC,
G. S. Paxson

RECEIVED
SEP 29 1954
FOR FILING
UI - 323 (8)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

September 23, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract No. 4285 for the 53rd Avenue Undercrossing structure on Oregon Project UI-323(8), 42nd - 92nd Avenue Section, (structures) of the T. H. Banfield Expressway, to Gibbons and Reed Company of Portland, Oregon, low bidder in the amount of $51,401.00 at the September 23, 1954 bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
SEP 29 1954
OREGON
STATE HIGHWAY COMMISSION

FI-303(12) Boones Ferry Rd.-Willamette 1954
River Unit, Barbur Blvd.-White
#4288 School Sec., Portland-Salem Exp.

RECEIVED
OCT 29 1957
FOR FILING

October 28, 1957

Mr. Frederick A. Anderson
Attorney at Law
Suite 105
Tigard Office Building
Tigard, Oregon

Dear Mr. Anderson:

With reference to your letter of October 7 regarding the erosion problem on the Dale Guyton property adjacent to the Baldock Freeway just northerly of the Willamette River, I wish to advise that we have made a field inspection of this problem which you have called to our attention and have gone over the problem on the ground with your client, Mr. Dale Guyton. You brought up three requests for corrective action, which I enumerate as follows:

1. That he be permitted to remove the dike around our abandoned settling basin just to the east of his property and to use this material to fill in the area eroded from the river bank.

2. He requested permission to remove and use waste material from our property. This material is lying north of the property line and in the vicinity of the northeast corner of his property and consisting primarily of large boulders. This material he also proposes to dump into the eroded area.

3. He requested that we replace the pipe monuments marking the northeast corner of his property and to set a monument on the line dividing the properties near the river bank.

Permission is hereby granted to use the materials as set forth in Items 1 and 2. Also, we will take immediate steps to re-establish the northeast corner of the Guyton property and to set a pipe near the river bank marking the dividing line.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. A. G. Skelton
Mr. Leonard I. Lindas

LHY:jc fn

FORM E30—50M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 23, 1957

SUBJECT: Boones Ferry Road-Willamette River Unit
R. H. Baldock Freeway
R/W Files 22382, 22383, and 23346

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

With reference to your Assignment No. 555, the Division Office contacted Mr. Dale Guyton, owner of property on the north side of the Willamette River and west of the freeway, as suggested by Mr. Frederick A. Anderson, an attorney representing Mr. Guyton.

I am attaching hereto a report from Division Engineer Skelton giving the details of the erosion problem and their causes. It seems that Mr. Guyton's requests for the correction of his problems are rather simple. I list them as follows:

1. That he be permitted to remove a portion of the ring dike which formed the settling basin for plant operations at this gravel bar site. He has offered to use this material in filling in the eroded spot shown hatched on the accompanying sketch map.

2. He has requested permission to remove waste materials from our property. These waste materials are comprised largely of large boulders which would serve to protect this eroded spot from further damage.

3. He requests that we replace the pipe monuments delineating the line between his property and ours. This would be his northeast property corner and a monument on the line at the bank of the river.

All of the above requests seem quite reasonable and it is recommended that we accede the the same. I am attaching hereto a rough draft of a letter to Mr. Anderson advising him to this effect.

Tom Edwards
Construction Engineer

By
L. H. Young
Ass't Construction Engineer

RECEIVED
OCT 25 1957
OFFICE OF
STATE HIGHWAY ENGINEER

LHY:jc

Encl.

FORM E-30X—37,900—2-37—1477

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
October 22nd, 1957

SUBJECT:

To: Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Under date of October 11, 1957, your construction division assignment No. P34, was forwarded with copies of a letter dated October 7, 1957 from Fred A. Anderson, attorney of Tigard, and a copy of a letter dated October 9, 1957 from Leonard I. Lindas, addressed to Forrest Cooper, was forwarded to ourselves. Mr. Lindas requested that we make an investigation of the matter covered in attorney Anderson's letter.

Attorney Anderson advised that what he stated was the problem of serious erosion along the river bank on his lands. He also requested that the matter covered in his letter be investigated by one our engineers on the ground.

On October 15, 1957, Mr. Lowell Johnston, A. E. Johnson and myself stopped at the Guyton place, which is located about 400 feet westerly from the north end of the Wilsonville Bridge on the Baldock Freeway. I am enclosing herewith a sketch prepared by Lowell Johnston, showing the Guyton property and the roadway easement that we acquired for Guyton when the gravel pit immediately north of this property was acquired for road purposes. We met Mr. Guyton on his property, and went over the various items covered by Mr. Anderson and also by Mr. Guyton.

You will note the slideout area shown on the sketch, and that this slideout occurred both on our property and Mr. Guyton's. This slideout took out the property corner, and the witness tree to this corner. Mr. Guyton indicated that the use of the now abandoned settling basin just east of his property was probably a contributing cause to this slideout.

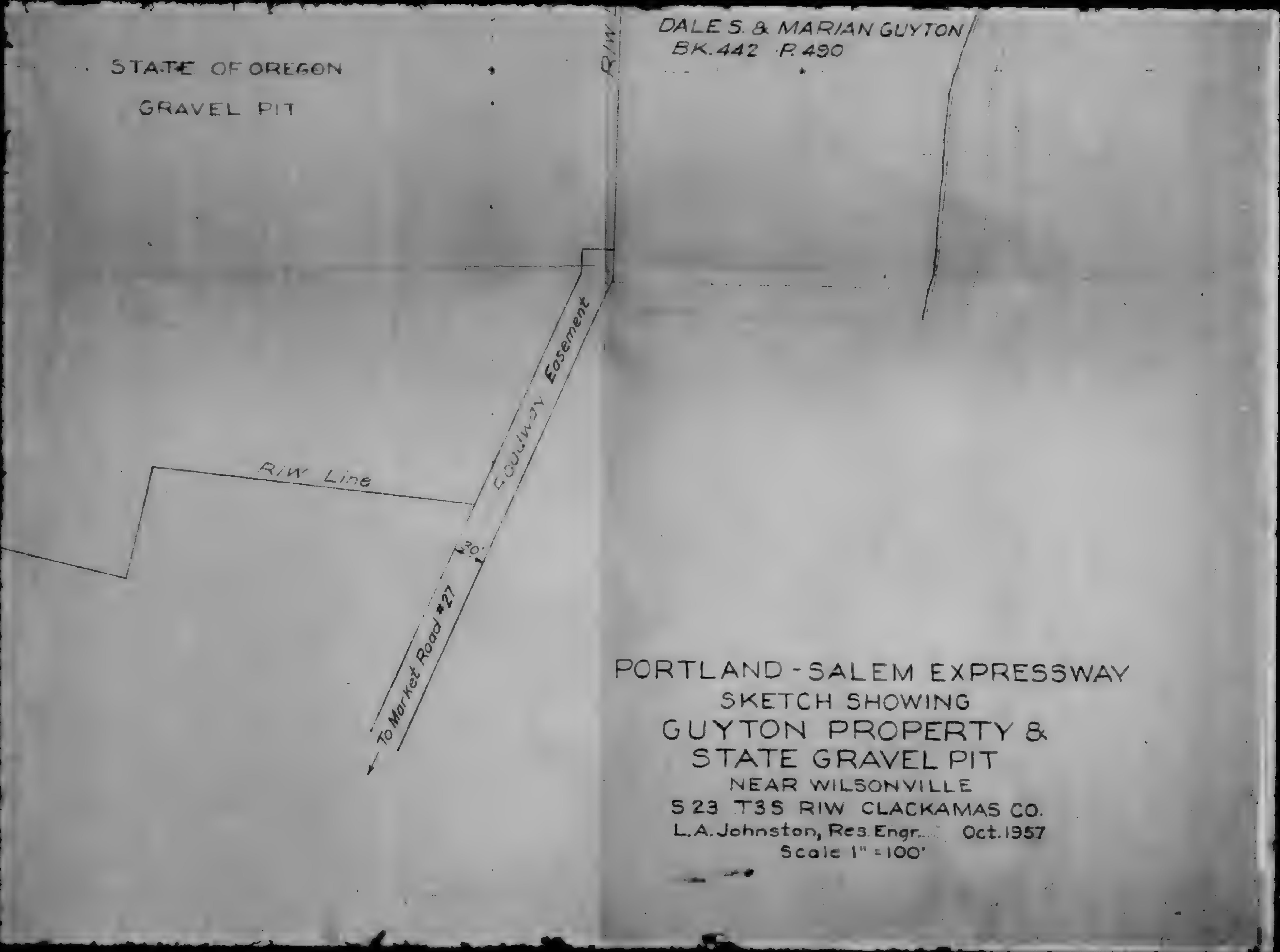
The only items discussed with Mr. Guyton were (1) his request that he be permitted to remove the dike which is shown immediately east of the right of way line. He offered to use this material to fill the slide area, and to do the work at his own expense. He also requested permission to remove waste material from our property lying north of our right of way line back of the northeast corner on his property. This waste material that he proposes to take from there is mainly large boulders, which he plans on taking down and dumping in the slideout. (2) He has requested us to replace the pipe monuments between his property and ours, which was either included in the slideout or under the dike placed by our contractor. What he wants to have set would be his northeast corner and the pipe on the joint property line just north of the washout. I would have no objection to setting the monuments requested by Mr. Guyton.

Will you please send us four prints from the attached sketch.

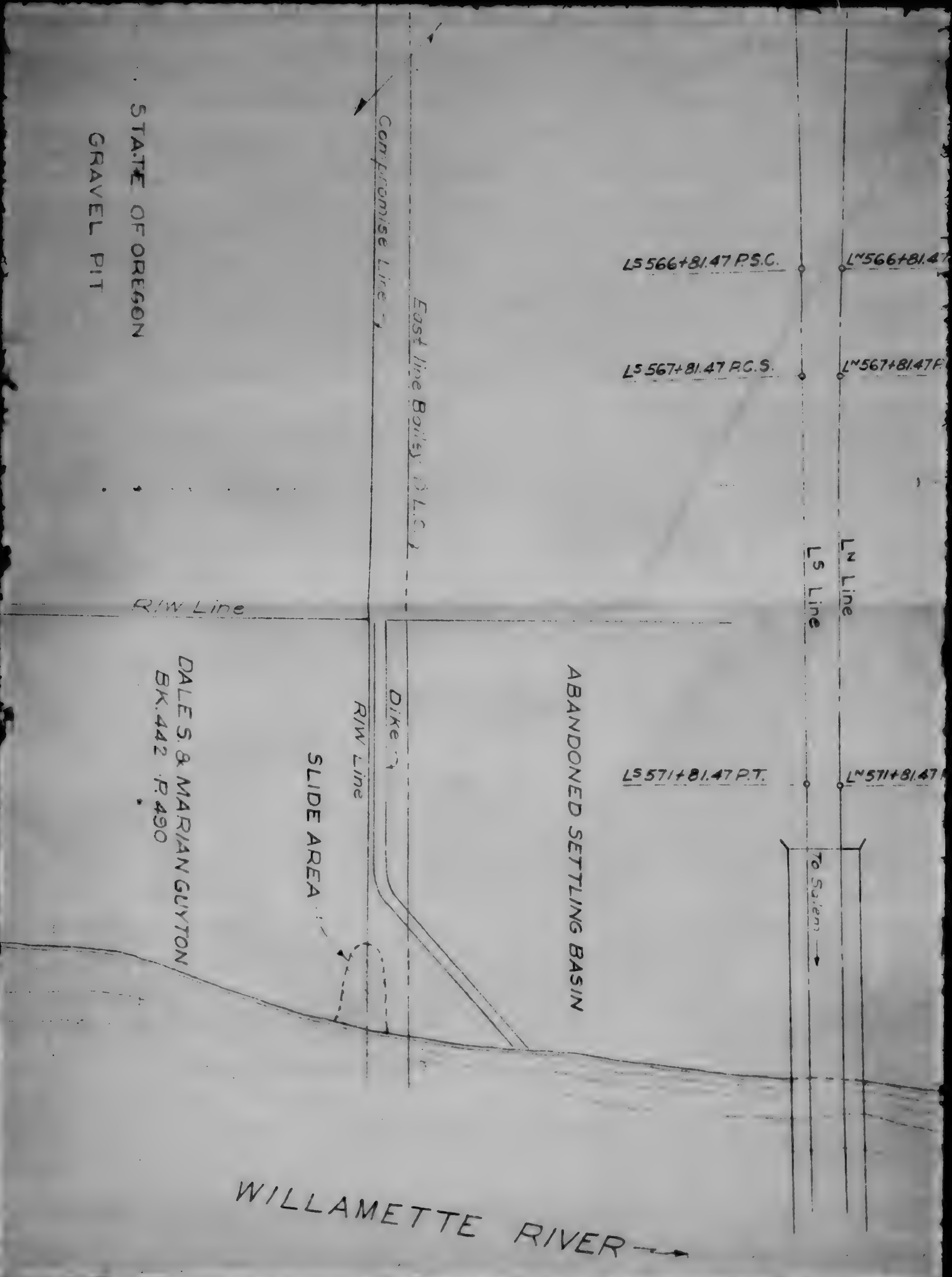
A. G. SKELTON
Division Engineer

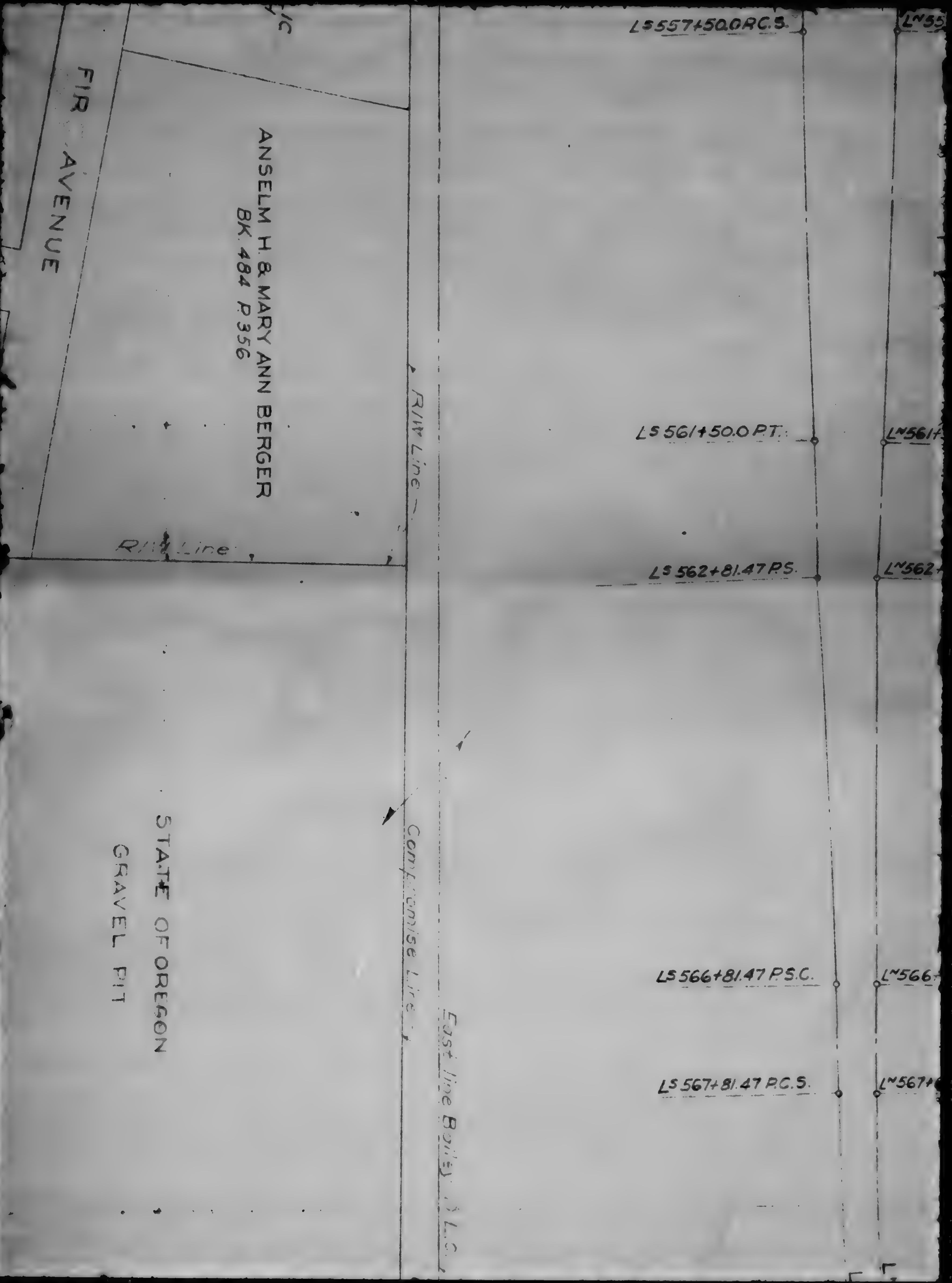
AGS:w
Encl.
cc: L. A. Johnston

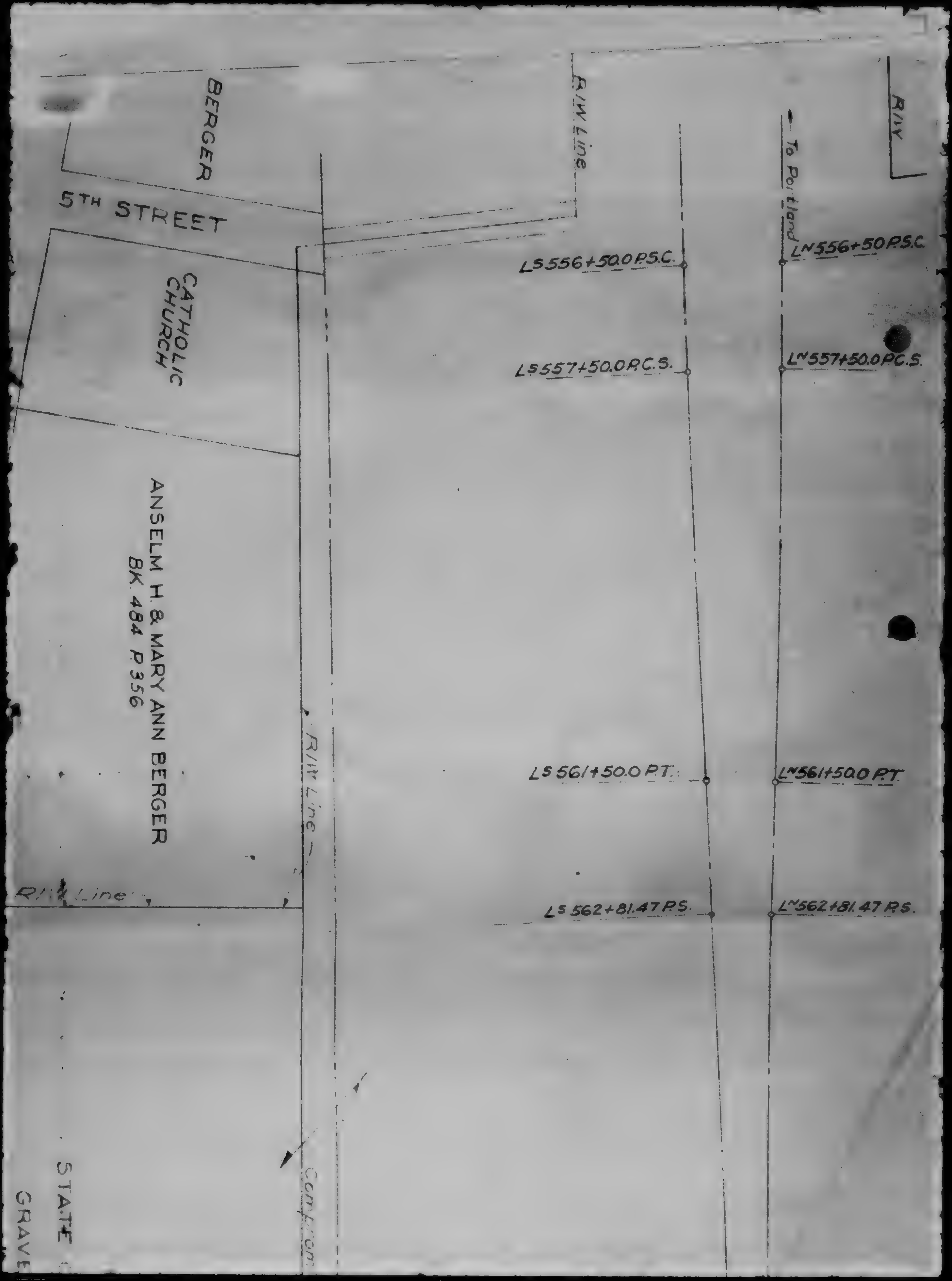
CONSTRUCTION DIVISION
RECEIVED
NOTED-- ☐☐☐☐☐



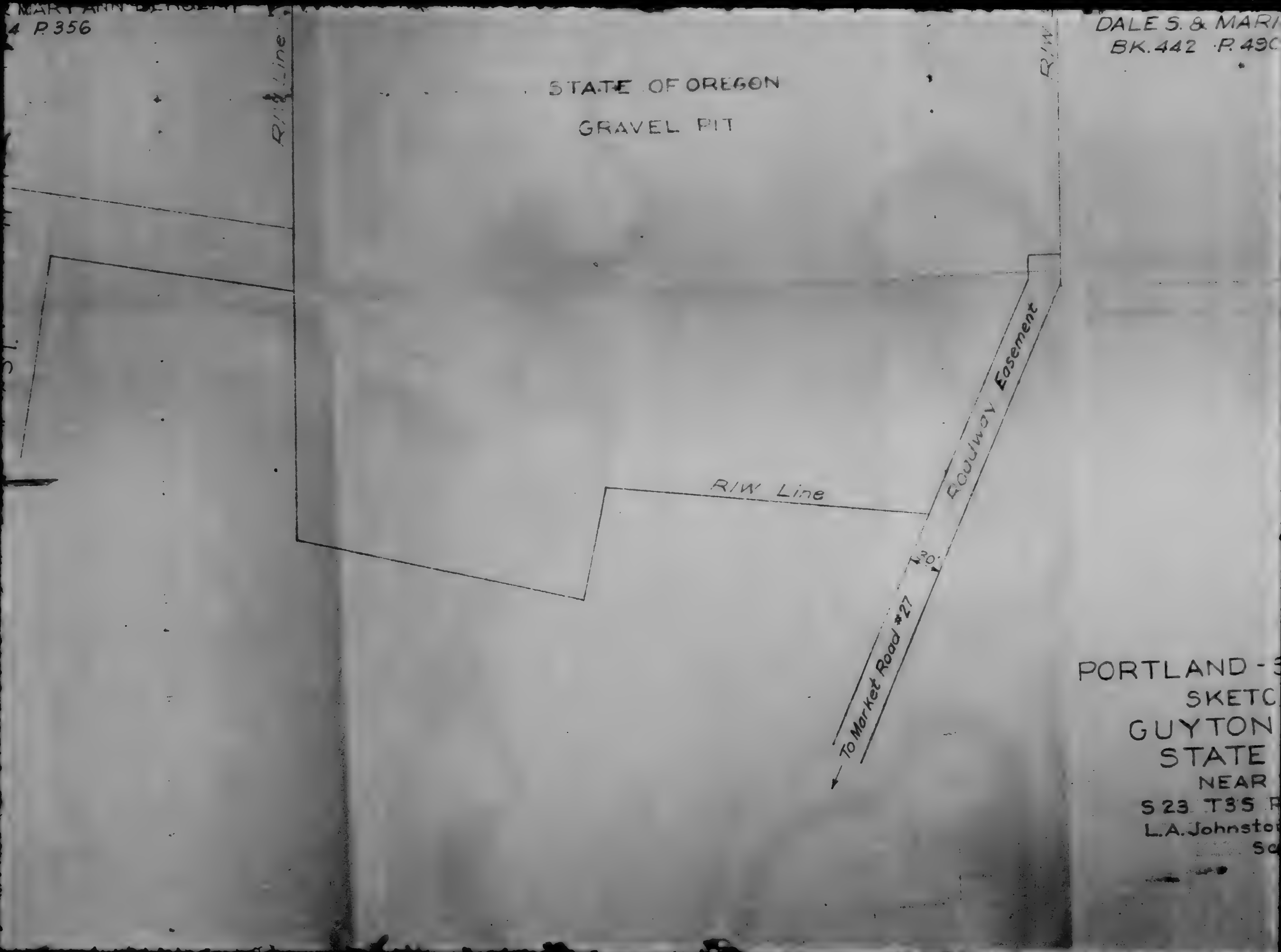
PORTLAND - SALEM EXPRESSWAY
SKETCH SHOWING
GUYTON PROPERTY &
STATE GRAVEL PIT
NEAR WILSONVILLE
S 23 T3S R1W CLACKAMAS CO.
L.A. Johnston, Res. Engr. Oct. 1957
Scale 1" = 100'


STATE OF OREGON
GRAVEL PIT
Compromise Line
East line Bailey D.L.C.
L^S 566+81.47 P.S.C.
L^N 566+81.47
L^S 567+81.47 P.C.S.
L^N 567+81.47 P
L^N Line
L^S Line
R/W Line
DALE S. & MARIAN GUYTON
BK. 442 P. 490
R/W Line
Dike
SLIDE AREA
ABANDONED SETTLING BASIN
L^S 571+81.47 P.T.
L^N 571+81.47
To Salem
WILLAMETTE RIVER


FIR AVENUE
ANSELM H. & MARY ANN BERGER
BK. 484 P. 356
R/W Line
R/W Line
STATE OF OREGON
GRAVEL PIT
Compromise Line
East line Bailey D.L.C.
LS 557+50.0 P.C.S.
LN 55
LS 561+50.0 P.T.
LN 561+
LS 562+81.47 P.S.
LN 562+
LS 566+81.47 P.S.C.
LN 566+
LS 567+81.47 P.C.S.
LN 567+


BERGER
R/W Line
R/W
To Portland
5TH STREET
CATHOLIC CHURCH
LS556+50.0 P.S.C.
LN556+50 P.S.C.
LS557+50.0 P.C.S.
LN557+50.0 P.C.S.
ANSELM H. & MARY ANN BERGER
BK. 484 P. 356
R/W Line
LS561+50.0 P.T.
LN561+50.0 P.T.
R/W Line
LS562+81.47 P.S.
LN562+81.47 P.S.
Common
STATE
GRAVE

5TH
STATE OF
GRAVEL
FIR AVENUE
WILSONVILLE
4TH ST.
R/W Line



PORTLAND -
SKETC
GUYTON
STATE
NEAR
S 23 T3S R
L.A. Johnsto
Sc

OR

ASSIGNMENT

Date: October 10, 1957 No. 555 By Je

Description: Letter by Leonard Lindas under date of October 9, 1957 attaching photocopy of a letter from Frederick A. Anderson concerning erosion problems on property of Dale Guyton adjoining Baldock Freeway.

Acknowledged by_____ Referred to Edwards

XXX Investigate and report ~~with recommendation~~

__Such action as necessary and report

__Comment or recommendation

xxx Return with rough draft of reply

__Prepare reply for signature of Mr.________

__Contact correspondent and report

Remarks:

PLEASE RETURN TO FORREST COOPER

Executed 10-25-57 Report Received________

HIGHWAY DEPARTMENT

ENT CORRESPONDENCE

em, Oregon

ber 9, 1957

UBJECT: Files No. 22382, 22383 and 23346

PLEASE RETURN TO FORREST COOPER

a photocopy of a letter from Mr.
g the above files in which he calls
oblems that have occured on the

if you would make an investigation of

edged the letter of Mr. Anderson, at
the matter would be turned over to
on.

Leonard Lindas

LEONARD I. LINDAS
Chief Counsel

LIL:br
Enc.

RECEIVED
OCT 10 1957
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 230—12½M—8-55—68209

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 9, 1957

SUBJECT: Files No. 22382, 22383 and 23346

To: Forrest Cooper
Deputy State Highway Engineer

OFFICE

PLEASE RETURN TO
FORREST COOPER

There is attached hereto a photocopy of a letter from Mr. Frederick A. Anderson concerning the above files in which he calls attention to certain erosion problems that have occured on the property of Mr. Dale Guyton.

It would be appreciated if you would make an investigation of the matter complained of.

I have this date acknowledged the letter of Mr. Anderson, at which time I informed him that the matter would be turned over to your department for investigation.

Leonard I. Lindas
LEONARD I. LINDAS
Chief Counsel

LIL:br
Enc.

RECEIVED
OCT 10 1957
OFFICE OF
STATE HIGHWAY ENGINEER

FREDERICK A. ANDERSON
ATTORNEY AT LAW
SUITE [illegible]
TIGARD OFFICE BUILDING
TIGARD, OREGON

October 7, 1957

~~[illegible]~~

TIGARD OFFICE
[illegible]

RECEIVED
OCT 8 1957
LEGAL DEPT.

Oregon State Highway Department
Right of Way Branch
Salem, Oregon

Re: Your file # 22382, 22383
#23346

Gentlemen:

Mr. Dale Guyton, whose lands adjoin the Baldock freeway right of way on the westerly side thereof and lying northerly of Willamette river and bordering thereon, has brought to my attention a problem of serious erosian along the river bank on his lands which I believe resulted from the improper use of your adjoining land by your contractor or your department.

This is to request that you arrange to have one of your engineers call upon Mr. Guyton, who operates the Wilsonville grocery store and go over the ground with him. I believe after it is examined by your engineer, it will be apparent that some remedial action must be taken to avoid further serious erosion of Mr. Guyton's lands. Will you please look into this matter at your earliest convenience.

Yours very truly,

Fred A Anderson

Fred. A. Anderson

FAA:lm

RECEIVED
OCT 11 1955
FOR FILING

FI-202(12)

~~(CONTRACT NO.)~~

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 6, 1955

4288	9-Final	Portland Construction Co.
(VOUCHER NO.)	(EST. NO.)	(CONTRACTOR)

20151	R-133425	$ 961.12	10/6/55
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: May 31, 1955

Time Extensions: to July 15, 1955 without penalty

Completion Date: July 15, 1955

Date Accepted: Sept. 22, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-10-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: OCT 10 1955

Ruth Rawlings

RECEIVED
SEP 30 1955
FOR FILING

[illegible]

11-3-55

September 29, 1955

CERTIFIED MAIL

U. S. Fidelity & Guaranty Co.
George C. Bottoms, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Dear Sir:

State Highway Contract No. 4288 for roadside improvement on the Boones Ferry Road-Willamette River Unit,Barbur Blvd.-White School Section of the Portland-Salem Expressway in Washington and Clackamas Counties was completed by the contracror, Portland Construction Co., on July 15 and was formally accepted by the Highway Commission on September 22, 1955.

Final payment in the amount of $961.12 will be released to the contractor on or after October 10, 1955. The total contract amount is $29,062.78, of which amount $1,343.09 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

ORBGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
SEP 1 - 1955
FOR FILING

[illegible] (12)
[illegible]

September 1, 1955

CERTIFIED MAIL

U. S. Fidelity & Guaranty Co.
George C. Bottoms, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to Portland Construction Co. in connection with contract No. 4288, for roadside improvement on the Portland-Salem Expressway in Washington and Clackamas Counties.

This payment, in the amount of $2,395.40, will be released to the contractor on or after September 12, 1955. The retained percentage is $869.12.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
gl

RECEIVED
AUG 2 [illegible] 55
FOR FILING

F1-303 (12)
-1-11

FORM 2-120 50M REVISED 2-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

August 22, 1955

Portland Construction Co.
9817 East Burnside St.
Portland 16, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on August 11, had under discussion your request for an extension of time from May 31 to July 15, 1955 within which to complete your contract No. 4288, for roadside improvement on the Boones Ferry Road-Willamette River Unit, Barbur Blvd.-White School Section of the Portland-Salem Expressway in Washington and Clackamas Counties.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. G. Skelton,
Division Engineer

Lowell Johnston,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
AUG 4 - 1955
FOR FILING

FI [illegible]
4288

August 4, 1955

Request for extension of time
No. 13
August 11 and 12 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from the Portland Construction Company for an extension of time on the Boones Ferry Road-Willamette River Section, Portland-Salem Expressway, roadside improvement, Contract No. 4288, from May 31, 1955 to July 15, 1955.

Added items over and above the original contract and bad weather during the forepart of the contract have delayed the contractor approximately 45 days. There was no added cost to the state nor inconvenience to the public, and I therefore recommend that the extension be granted without penalty.

Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith

EAP:dt lg

RECEIVED
JUL 28 1955
FOR FILING

F 3312
11325

July 27th, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Boones Ferry Road-Willamette River Roadside Improvement Contract #4288, Oregon FI-303(12), from May 31st, 1955 to July 15th, 1955.

Extra items over and above the contract and bad weather during the forepart of the contract have delayed the contractor approximately 45 days. There was no added cost to the State, nor inconvenience to the public, and I, therefore, recommend the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

RECEIVED
JUL 25 1955
FOR FILING

FI- 303(12)
4288

July 22, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 15, 1955 on Contract No. 4288, Boones Ferry Road-Willamette River Unit, Barbur Blvd.-White School Section, in Washington and Clackamas Counties, in connection with Federal Aid Project No. FI-303(12).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:eh

cc: John Cattrall

Fl 300 (12)

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Barbur Blvd. White School Section Boones Ferry Rd.-Willamette River	For Week Ending July 15, 1955
	Kind of work Road side Improvement
Highway Portland Salem Expressway	Section prefix 34-1081
Contractor Portland Construction Company	Contract number 4288
Date of contract September 23, 1954	Date of completion May 31, 1955
Date work started October 13, 1954	Estimated date of completion July 15, 1955
Project authorization $ 47,245.62	Per cent of time elapsed 100 %
Exclusive of Engineering $ 43,886.93	

Estimated cost of completed project, exclusive of engineering $ 43,886.93

Per cent of contract completed, based on total contract price 99 %

Engineering authorization $ 3,359.67

Engineering cost to date $ 2300, 68 %

Date project was completed July 15, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Monday Cleanup of rock and debris
Tuesday " " " " "
Wednesday " " " " " Cultipacker used in med strip
Thursday " " " " " " " " " "
Friday " " " " " " " " " "

Job completed July 15, 1955

NOTED
OSCAR CUTLER

RECEIVED
JUL [illegible] 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed Lowell A. Johnston
Lowell A. Johnston
Address Portland 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	7.1				
Miles partially completed	7.1				
Miles completed	3				
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	4				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., 1 cultipacker, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	"		
Tuesday	Clear		
Wednesday	"		
Thursday	"		
Friday	Cloudy		
Saturday	"		

RECEIVED
APR 12 1955
FORM E-30X 25M 6-51 90116
FOR FILING
F1-323(1)
4-55

file

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

COPY

Salem, Oregon
February 1st, 1955

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

Dear Sir:

Herewith Order for State Force Work on the Boones Ferry Rd.-Willamette River Unit of the Barbur Boulevard-White School Section for seal coat on shoulders with colored screenings.

In view of the fact that you returned the Order for State Force Work on the Salem Bypass for a similar design, it occurred to me that perhaps you were considering a stripe on the Boones Ferry Road-Willamette River Unit, and, consequently, I have not signed this order pending your advice.

Very truly yours,

(sgd) H. G. Smith

H. G. Smith
Construction Engineer

HGS:AR
Enc.

Original letter and Order for State Force Work returned to Mr. Smith with notation - Now plan to seal main road and not shoulders. This may change, however.

RECEIVED
DEC 6 - 1954
FOR FILING

1 I--03(1-1

4 - 11

December 3, 1954

Request for extension of time
No. 31
December 7 and 8 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Hutton-Kallhoven for an extension of time on the Oneonta Contract No. 4288, from November 30, 1954 to December 15, 1954.

Commencement of the work on this contract was delayed because of difficulty in securing the approval of the Railroad Company of the necessary bond forms to be furnished by the contractor. As soon as the bond was approved they commenced work and progressed very satisfactorily thereafter.

I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

EAP: me

Enclosure

cc Mr. H. G. Smith

RECEIVED
OCT 27 1954
FOR FILING

[illegible]
[illegible]

October 26, 1954

Portland Construction Co.
9817 E. Burnside St.
Portland 16, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4288, which was awarded to you on September 23 by the State Highway Commission, covering roadside improvement on the Boones Ferry Road-Willamette River Unit, Barbur Boulevard-White School Section of the Portland-Salem Expressway in Washington and Clackamas Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
OCT 26 1954
FOR FILING

FI-303 (12)
4155

October 25, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 13, 1954 on Contract No. 4288, Boones Ferry Road-Willamette River Unit, Barbur Blvd.-White School Section, in Washington and Clackamas Counties, in connection with Federal Aid Project No. FI-303 (12).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:ia

RECEIVED
SEP 29 1954
FOR FILING

4558

September 27, 1954

Portland Construction Company
915 N. E. 7th
Portland 13, Oregon

Gentlemen:

The State Highway Commission on September 23, 1954 awarded to you State Highway Contract No. 4-68 for landscaping the Boones Ferry Road - Willamette River Unit, Barbur Boulevard - White School Section of the Portland-Salem Expressway, north and south of Wilsonville in Washington and Clackamas Counties.

This award was based on your bid of $23,996.11 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc R. G. Smith
[illegible]. H. [illegible]robert
R. G. Savage, [illegible]
Mark Astrup

RECEIVED
FOR FILING

FI-303 (12)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

September 23, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract No. 4288 for Oregon Project FI-303(12), Boones Ferry Road-Willamette River Section of the Portland-Salem Expressway, (Roadside Improvement), to Portland Construction Company of Portland, Oregon, low bidder in the amount of $23,996.11 at the September 23, 1954 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
SEP 29 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 20 1954
FOR FILING

Const
Fed Aid
[illegible]
(FI-303(12))

September 8, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project FI-303(12), Boones Ferry Road-Willamette River Section (Roadside Improvement and Guard Rail), of the Portland-Salem Expressway

This is to authorize your advertising for bids.

Very truly yours,

C. G. POLK
District Engineer

By

A. F. BESTER
Supv. Highway Design Engineer

Original to Mr. Probert

RECEIVED
SEP 16 1954
OREGON
STATE HIGHWAY COMMISSION

22-3410 Albany Car Storage Shed 1954

4239

22-3410 Albany Car Storage Shed 1954

4289

22-3[illegible]

Fil[illegible] 9

OREGON STATE HIGHWAY DEPARTMENT
(date)
April 27, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4289	2-Final	Starr Builders	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
8378	R-121455	$ 1,3[illegible].20	4/27/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Jan. 31, 1955

Time Extensions: to March 15, 1955 without penalty

Completion Date: March 1, 1955

Date Accepted: April 13, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 4-28-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: [illegible] 1955

Ruth Rawlings

NOTED ON CARD
JL

RECEIVED
APR 19 1955
FOR FILING

April 15, 1955

REGISTERED MAIL

U. S. Fidelity & Guaranty Co.
George C. Bottoms, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Dear Sir:

State Highway Contract No. 4289 for constructing car storage shed at Albany on the Pacific Highway in Linn County was completed by the contractor, Starr Builders, on March 1 and was formally accepted by the Highway Commission April 13, 1955.

Final payment in the amount of $1,893.20 will be released to the contractor on or after April 25, 1955. The total contract amount is $3,558.64 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
MAR 9 1955
FOR FILING

22-3110
[illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 8, 1955

Starr Builders
1765 South Main St.
Lebanon, Oregon

Gentlemen:

The State Highway Commission at its meeting held on March 2 had under discussion your request for an extension of time, from January 31 to March 15, 1955, within which to complete your contract No. 4289 covering construction of a car storage shed at Albany on the Pacific Highway, Linn County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

O. H. Kennen,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
JAN 27 1955
FOR FILING

23-3410

#27

January 25, 1955

Request for extension of time
No. 2
March 2 and 3 meeting.

Oregon State Highway Commission

Gentlemen:

Re: Albany Car Storage Shed
Contract No. 4809

Starr Builders, contractor for the Albany Car Storage Shed at the Albany Maintenance Headquarters in Linn County, has requested an extension of time from January 31, 1955, to March 15, 1955, in which to complete the contract.

All work has been completed on this contract with the exception of painting the exterior surfaces of the building. This cannot be done until the arrival of a few days of suitable weather.

As the building is ready for occupancy by State forces and the State will incur no additional engineering expense, it is recommended that this extension be granted without penalty. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

PMS/da
Attached

RECEIVED
SEP 29 1954
FOR FILING

22-[illegible]
4269

September 27, 1954

Starr Builders
1771 S. Main
Lebanon, Oregon

Gentlemen:

The State Highway Commission on September 24, 1954 awarded to you State Highway Contract No. 4269 for construction of Albany Car Storage Shed in Linn County.

This award was based on your bid of $3,558.64 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm
cc:
H. G. Smith
S. H. Probert
R. G. Savage, SIAC
G. S. Paxson

RECEIVED
OCT 27 1954
FOR FILING

August 26, 1954

Starr Builders
1765 S. Main St.
Lebanon, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4289, which was awarded to you on September 24, 1954 by the State Highway Commission, covering the construction of car storage shed at Albany in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED

FORM E-30 25M 9-51 52315

22-3410

4289

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 28, 1954

SUBJECT: Proposed car storage bays at Albany

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Dear Sir:

There is an item in the 1954 budget for construction of car storage bays at Albany. This station is headquarters for a section crew, a bridge crew, a landscape crew, a resident engineer and the State Police. The need of storage space is of long standing and the item was in the 1953 budget. We need a six-car storage building with bays 9 feet wide by 22 feet deep, similar to car storage building recently constructed at the Bend Shops.

The State Police need one bay, the Resident Engineers three, the bridge crew one and the section crew one.

We believe Albany will always be a central location for Highway Maintenance operations and State Police seem to believe the same is true of their operations.

The estimated cost is 22'x60' = 1320 sq. ft. at $4.00 per sq. ft. $5,280 plus 12½% engineering and contingencies $660, total $6940.00. There would be some State Force work to surface the floor and yard area in front of the proposed building estimated to cost $560, making a total of $7,500 for the project. The budget item was $10,000.

We attach a map of the Albany Maintenance Station showing the proposed location of the proposed building. We suggest the floor elevation be established at 219.0. There will be no plumbing or heating required but there should be a few lights provided. Possibly this could be best installed by our State electricians as an extension of our present lighting system.

ok
WWS

Copy to Mr. Sapson

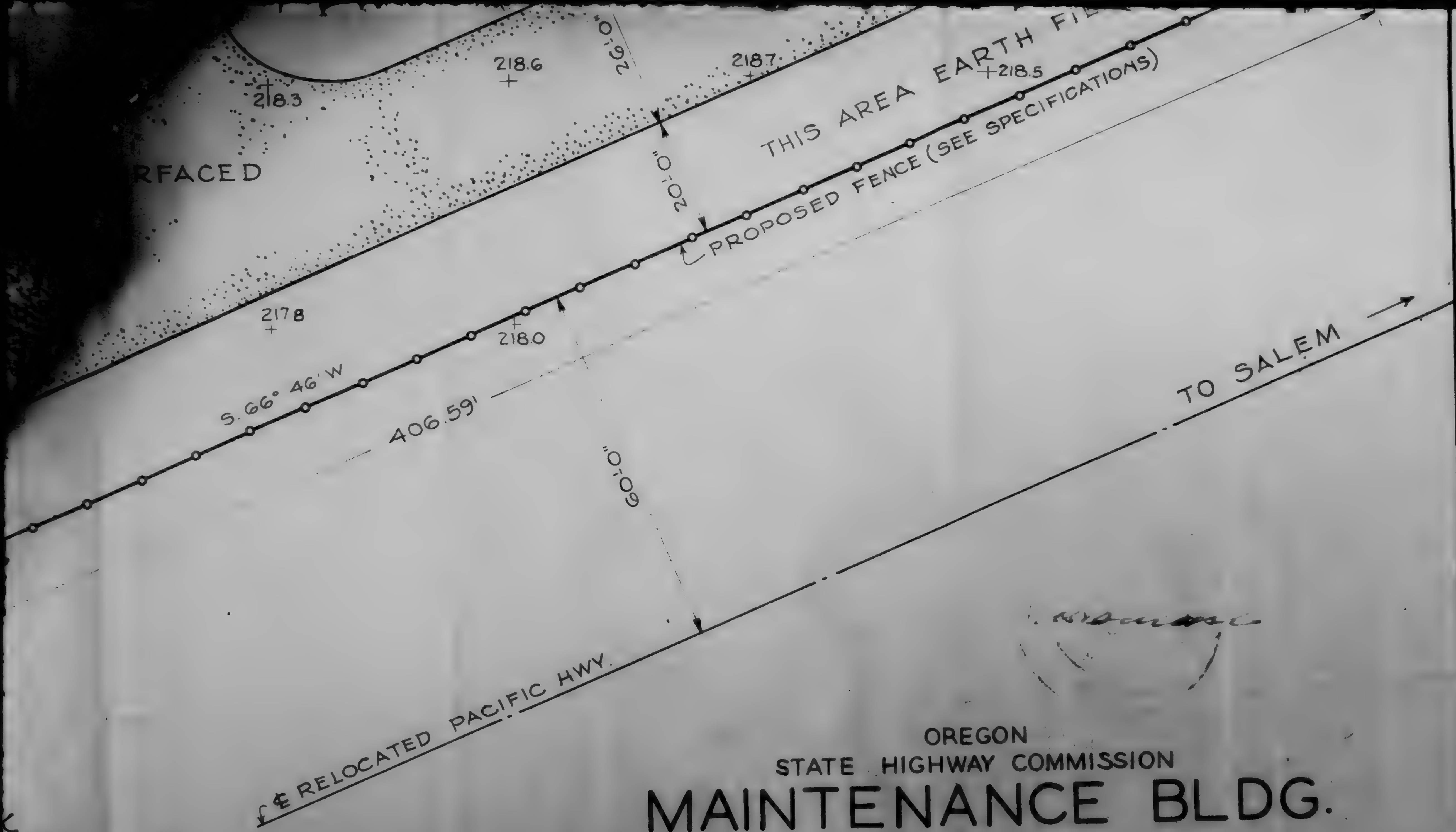
Very truly yours,

I A DeFrance

I. A. DeFrance
Assistant Maintenance Engineer

IAD:db
cc-
Encl.

NOTED
W. W. STIFFLER



OREGON
STATE HIGHWAY COMMISSION

MAINTENANCE BLDG.

AT

ALBANY — LINN CO.

MAP OF SITE

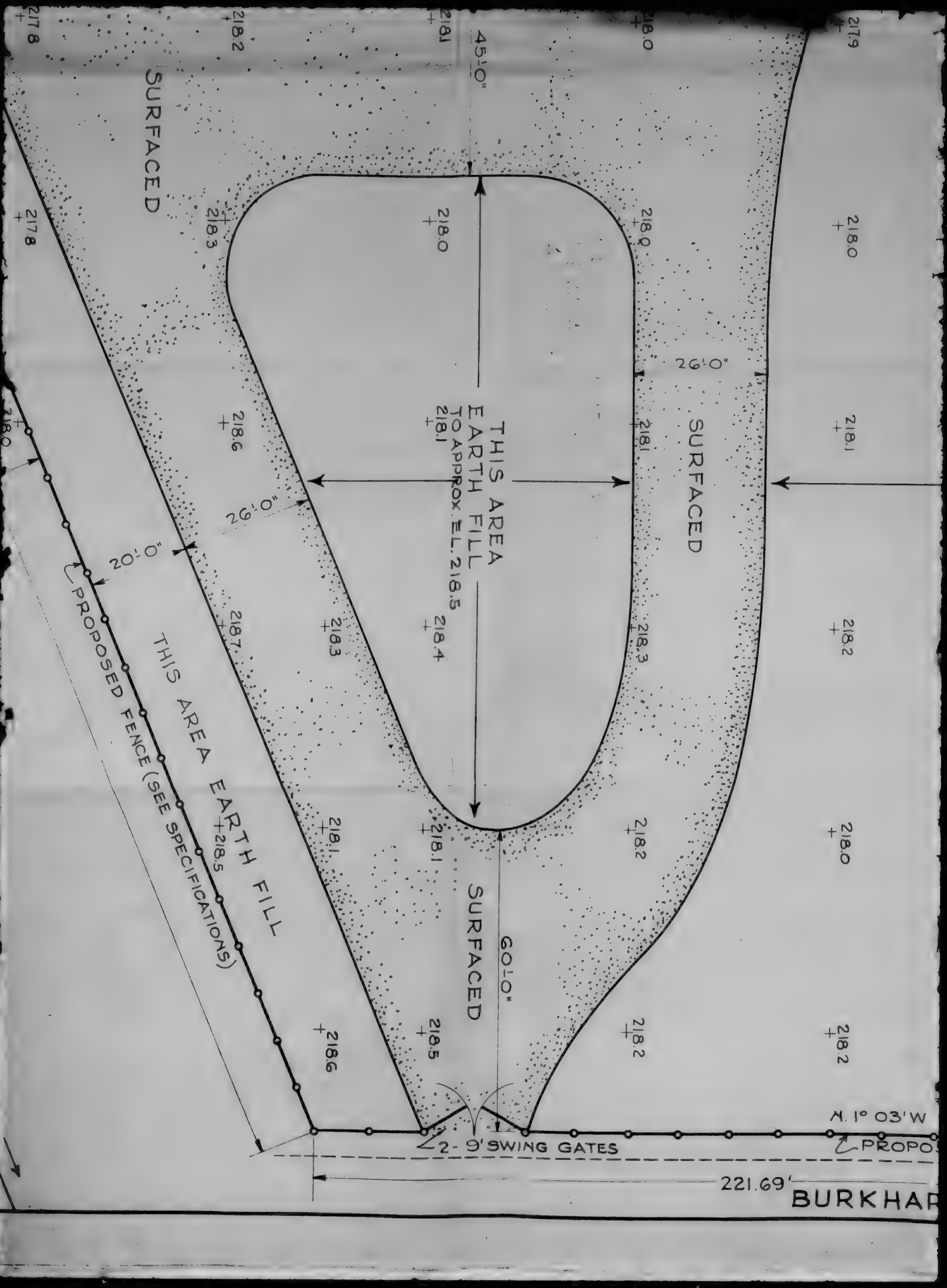
APPROVED:

State Highway Engineer

idge Engineer

SCALE AS NOTED	DRAWN BY C.C.S.	SHEET ~~1 OF 13~~ ②
AUG. 1, 1938	TRACED BY C.C.S.	JOB NO. 2549
CALC. BK. NO. 163	CHECKED BY	DRAWING NO. 6568

ACCOMPANIED BY DWGS. 6569 TO 6580 INCL.


THIS AREA EARTH FILL TO APPROX. EL. 218.5
SURFACED
SURFACED
SURFACED
THIS AREA EARTH FILL
PROPOSED FENCE (SEE SPECIFICATIONS)
2-9' SWING GATES
PROPOS
N. 1° 03' W
221.69'
BURKHAR
45'-0"
26'-0"
26'-0"
20'-0"
60'-0"
217.8
218.2
218.1
218.0
217.9
218.3
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218.0
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218.6
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218.1
218.1
218.7
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218.4
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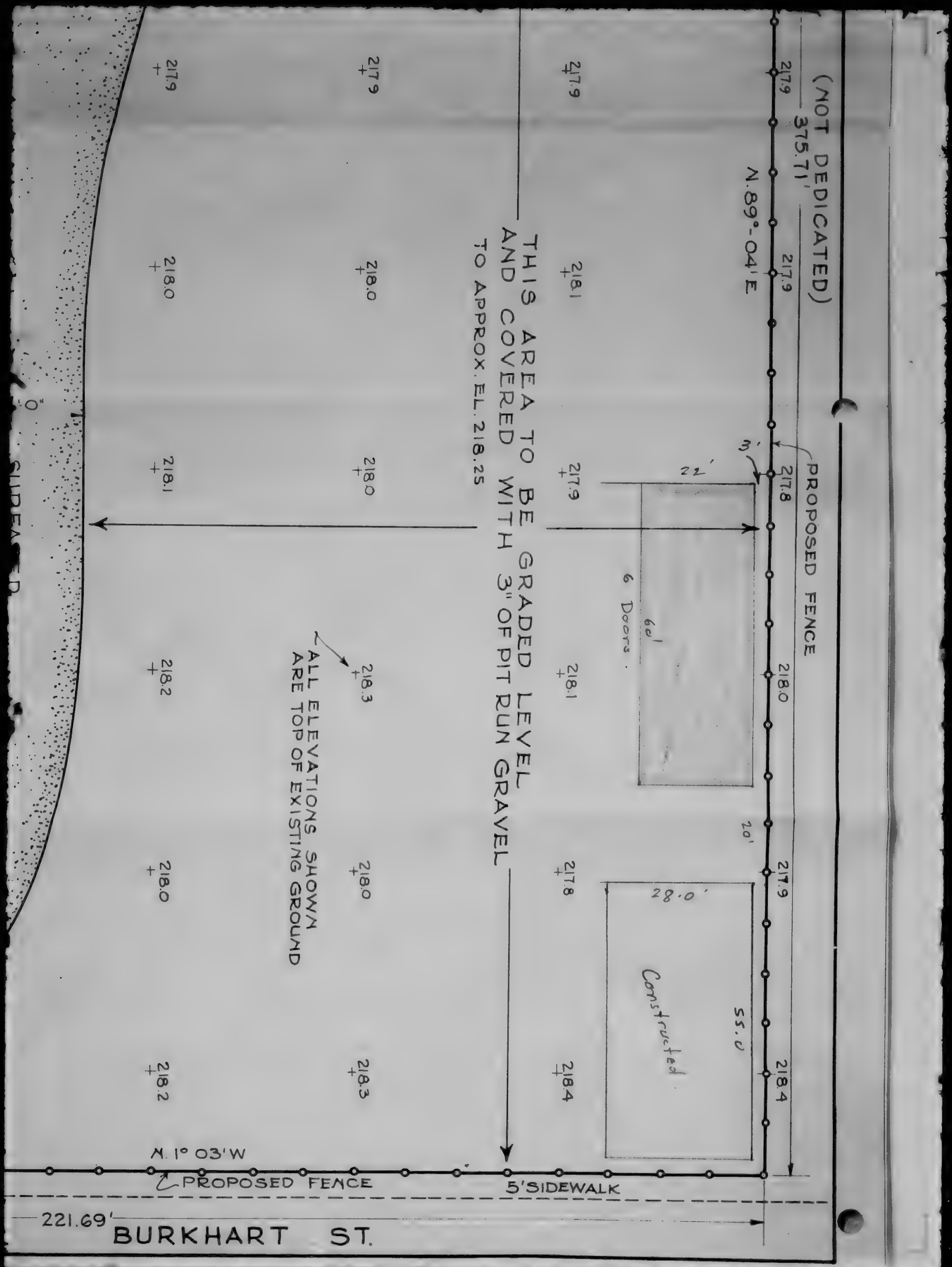
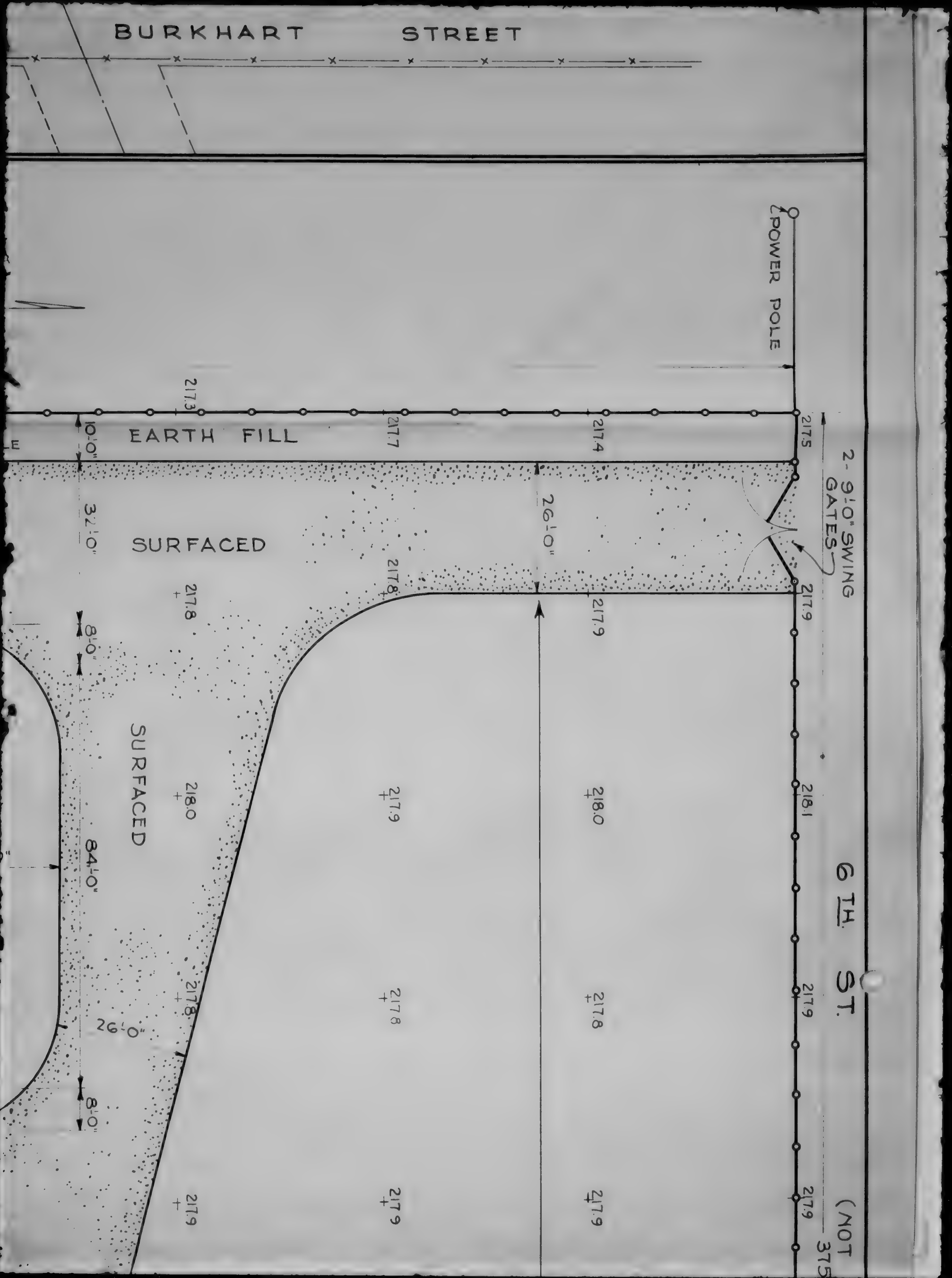
218.0
218.6
218.5
218.2
218.2


(NOT DEDICATED)
375.71'
N. 89°-04' E
THIS AREA TO BE GRADED LEVEL AND COVERED WITH 3" OF PIT RUN GRAVEL TO APPROX. EL. 218.25
ALL ELEVATIONS SHOWN ARE TOP OF EXISTING GROUND
PROPOSED FENCE
22'
6 Doors.
60'
20'
28.0'
55.0
Constructed
217.9
217.9
217.9
217.9
217.9
218.1
218.0
218.0
217.8
217.9
218.0
218.1
218.0
218.1
218.3
218.2
217.9
217.8
218.0
218.0
218.4
218.4
218.3
218.2
N. 1° 03' W
PROPOSED FENCE
5' SIDEWALK
221.69'
BURKHART ST.


BURKHART STREET
℄ POWER POLE
217.3
217.7
217.4
217.5
EARTH FILL
10'-0"
32'-0"
26'-0"
SURFACED
2-9'-0" SWING GATES
217.8
217.8
217.9
217.9
8'-0"
SURFACED
84'-0"
218.0
217.9
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218.1
6TH ST.
217.8
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217.9
26'-0"
8'-0"
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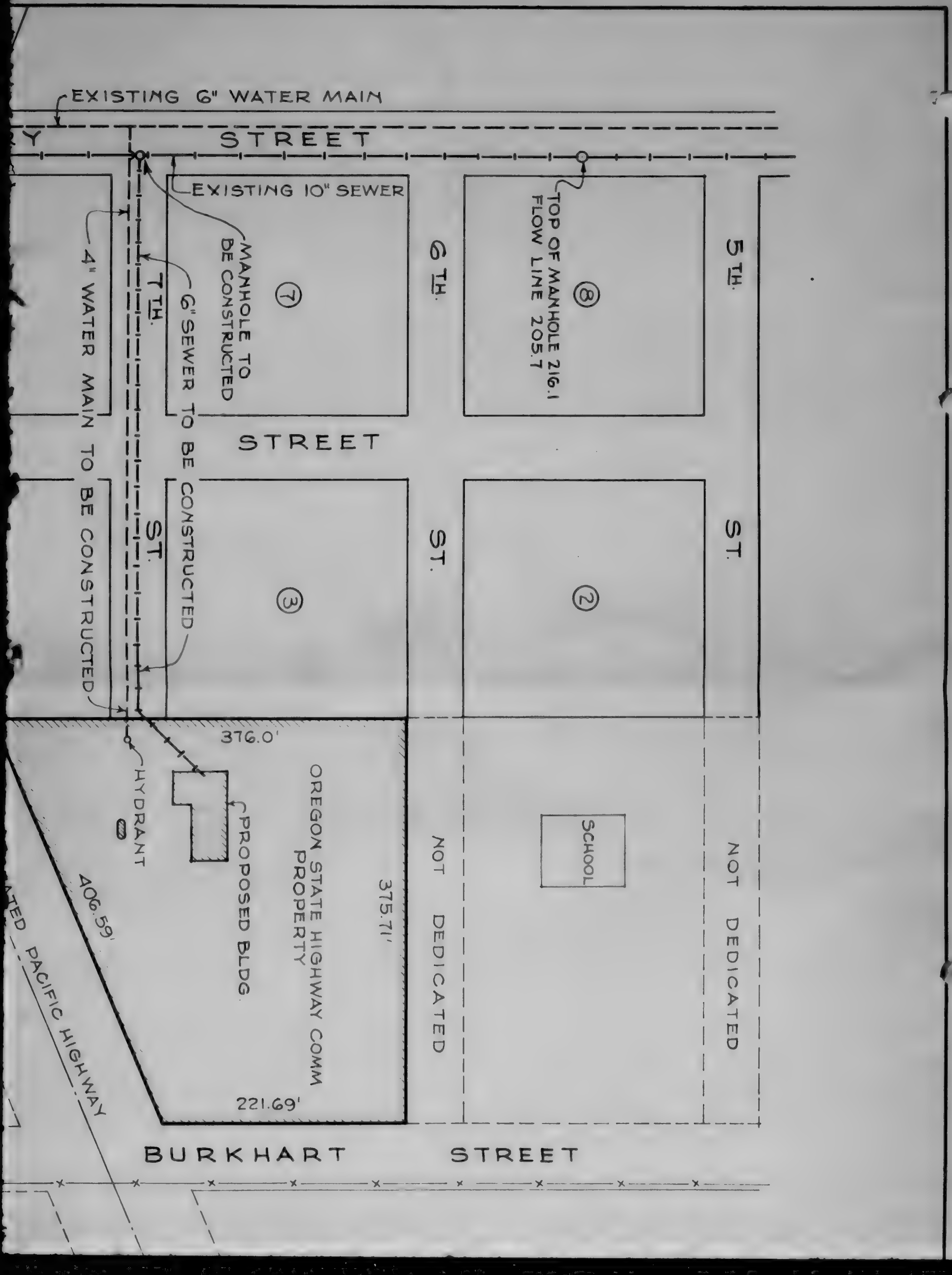
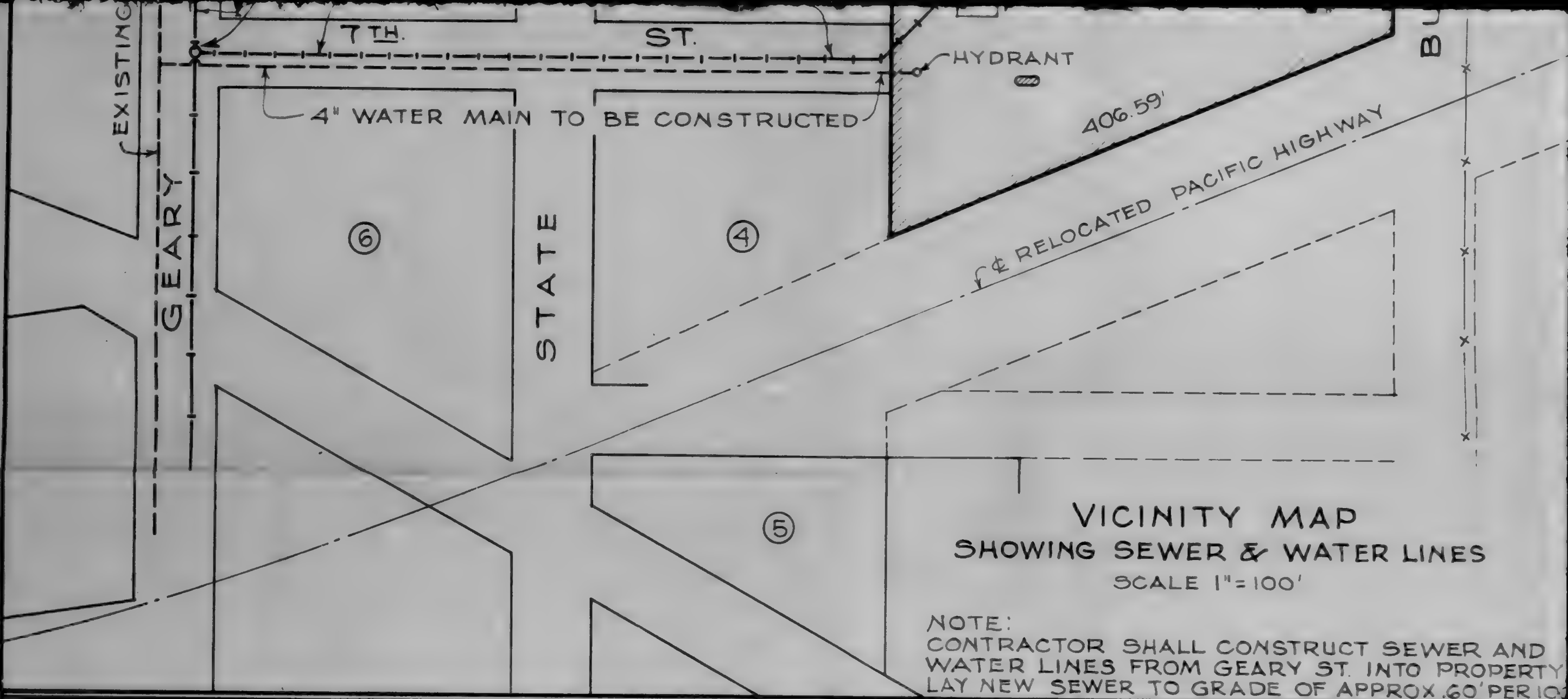
(NOT
375


EXISTING 6" WATER MAIN
Y
STREET
EXISTING 10" SEWER
MANHOLE TO BE CONSTRUCTED
TOP OF MANHOLE 216.1
FLOW LINE 205.7
4" WATER MAIN TO BE CONSTRUCTED
6" SEWER TO BE CONSTRUCTED
7TH. ST.
6TH. ST.
5TH. ST.
⑦
⑧
STREET
③
②
376.0'
375.71'
406.59'
221.69'
HYDRANT
PROPOSED BLDG
OREGON STATE HIGHWAY COMM PROPERTY
NOT DEDICATED
SCHOOL
NOT DEDICATED
ATED PACIFIC HIGHWAY
BURKHART STREET

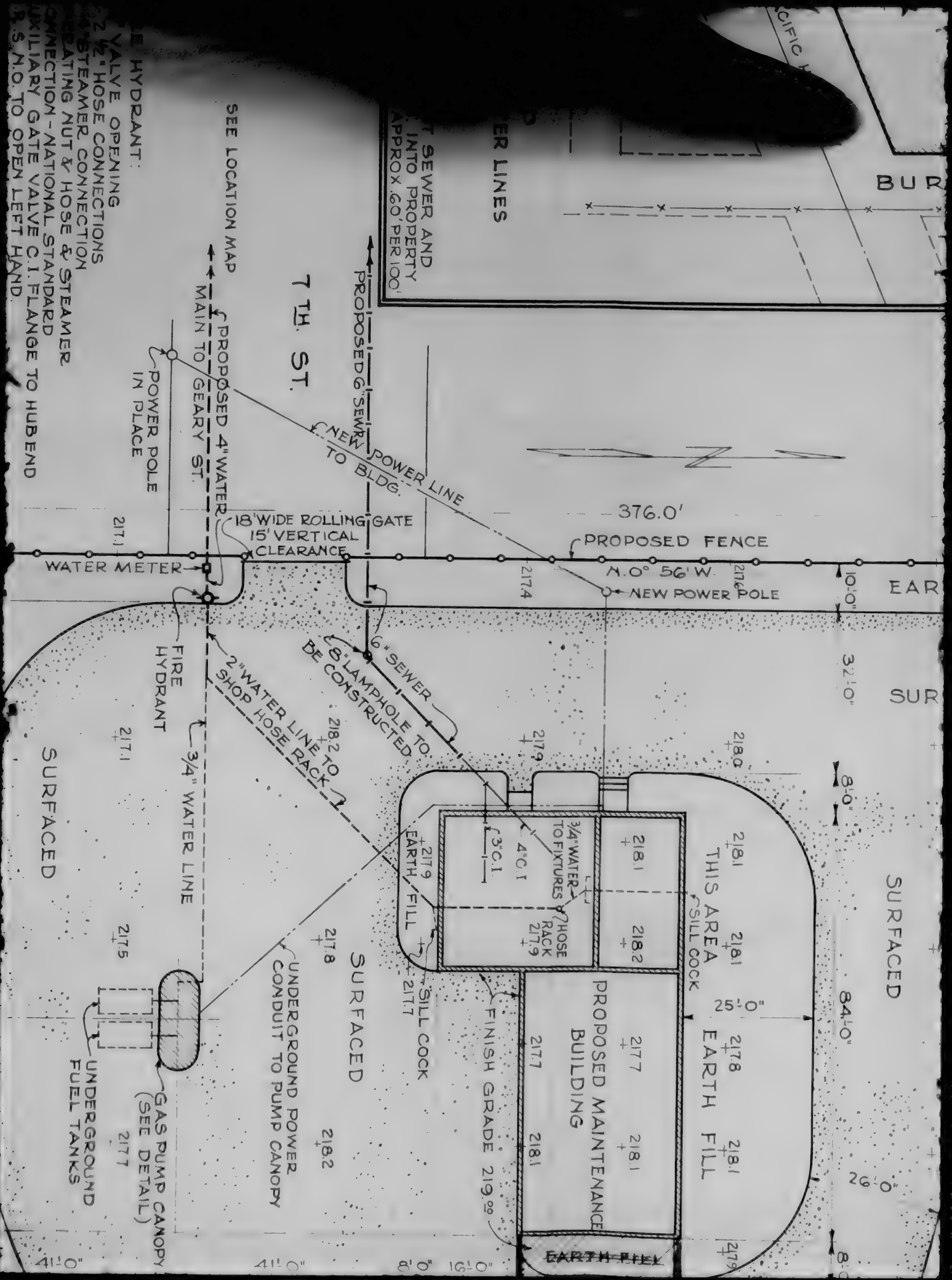


VICINITY MAP
SHOWING SEWER & WATER LINES
SCALE 1" = 100'

NOTE:
CONTRACTOR SHALL CONSTRUCT SEWER AND
WATER LINES FROM GEARY ST. INTO PROPERTY
LAY NEW SEWER TO GRADE OF APPROX .60' PER 10

SEE LOCATION MAP

FIRE HYDRANT:
4¼" VALVE OPENING
2 - 2 1/2" HOSE CONNECTIONS
1 - 4" STEAMER CONNECTION
OPERATING NUT & HOSE & S
CONNECTION - NATIONAL STA
AUXILIARY GATE VALVE C.I
N.R.S. N.O. TO OPEN LEFT HA
150# A.W.W.A. STD. COMPLET


E HYDRANT:
VALVE OPENING
2½" HOSE CONNECTIONS
STEAMER CONNECTION
ATING NUT & HOSE & STEAMER
NECTION - NATIONAL STANDARD
UXILIARY GATE VALVE C.I. FLANGE TO HUB END
R.S. N.O. TO OPEN LEFT HAND.
SEE LOCATION MAP
7 TH. ST.
PROPOSED 6" SEWER
T SEWER AND
INTO PROPERTY
APPROX .60' PER 100'
ER LINES
BUR
CIFIC
PROPOSED 4" WATER
MAIN TO GEARY ST.
POWER POLE
IN PLACE
NEW POWER LINE
TO BLDG.
376.0'
18' WIDE ROLLING GATE
15' VERTICAL
CLEARANCE
PROPOSED FENCE
N.0° 56' W.
WATER METER
NEW POWER POLE
EAR
10'-0"
217.1
217.4
217.6
FIRE
HYDRANT
2" WATER LINE TO
SHOP HOSE RACK
8" LAMPHOLE TO
BE CONSTRUCTED
6" SEWER
32'-0"
SUR
3/4" WATER LINE
SURFACED
217.1
218.2
217.9
218.0
8'-0"
218.1
3/4" WATER
TO FIXTURES
4" C.I.
3" C.I.
217.9
EARTH FILL
218.1
THIS AREA
EARTH FILL
SILL COCK
HOSE
RACK
217.9
218.1
218.2
217.8
217.5
SURFACED
SILL COCK
217.7
FINISH GRADE 219.00
PROPOSED MAINTENANCE
BUILDING
25'-0"
217.7
217.7
217.8
84'-0"
SURFACED
UNDERGROUND POWER
CONDUIT TO PUMP CANOPY
GAS PUMP CANOPY
(SEE DETAIL)
UNDERGROUND
FUEL TANKS
217.7
218.2
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26'-0"
EARTH FILL
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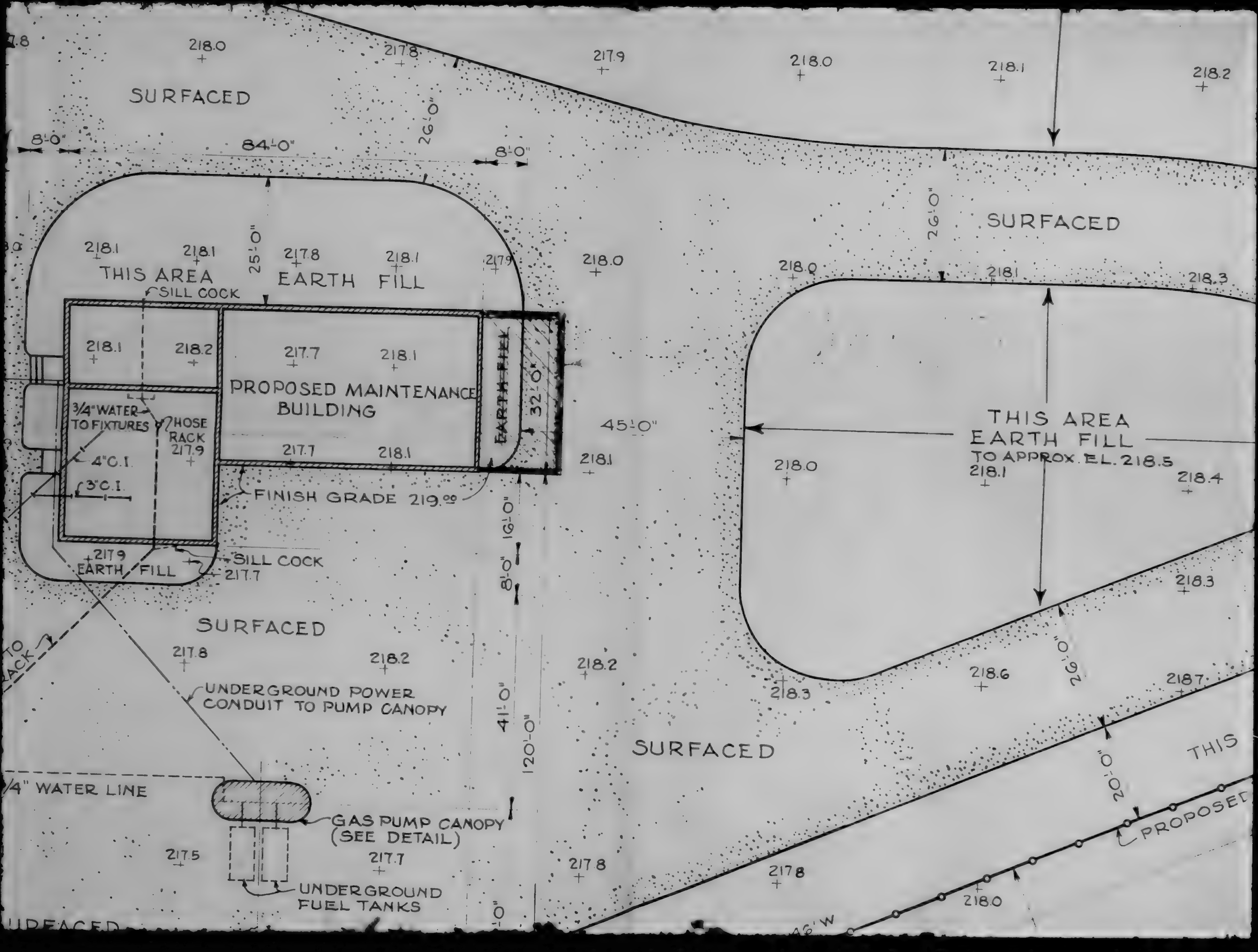
SURFACED
8'-0"
84'-0"
26'-0"
8'-0"
THIS AREA EARTH FILL
25'-0"
SILL COCK
PROPOSED MAINTENANCE BUILDING
~~EARTH FILL~~
32'-0"
3/4" WATER TO FIXTURES
HOSE RACK 217.9
4" C.I.
3" C.I.
FINISH GRADE 219.00
EARTH FILL
SILL COCK
45'-0"
16'-0"
8'-0"
41'-0"
120'-0"
SURFACED
THIS AREA EARTH FILL TO APPROX. EL. 218.5
26'-0"
20'-0"
SURFACED
UNDERGROUND POWER CONDUIT TO PUMP CANOPY
3/4" WATER LINE
GAS PUMP CANOPY (SEE DETAIL)
UNDERGROUND FUEL TANKS
TO RACK
PROPOSED
THIS
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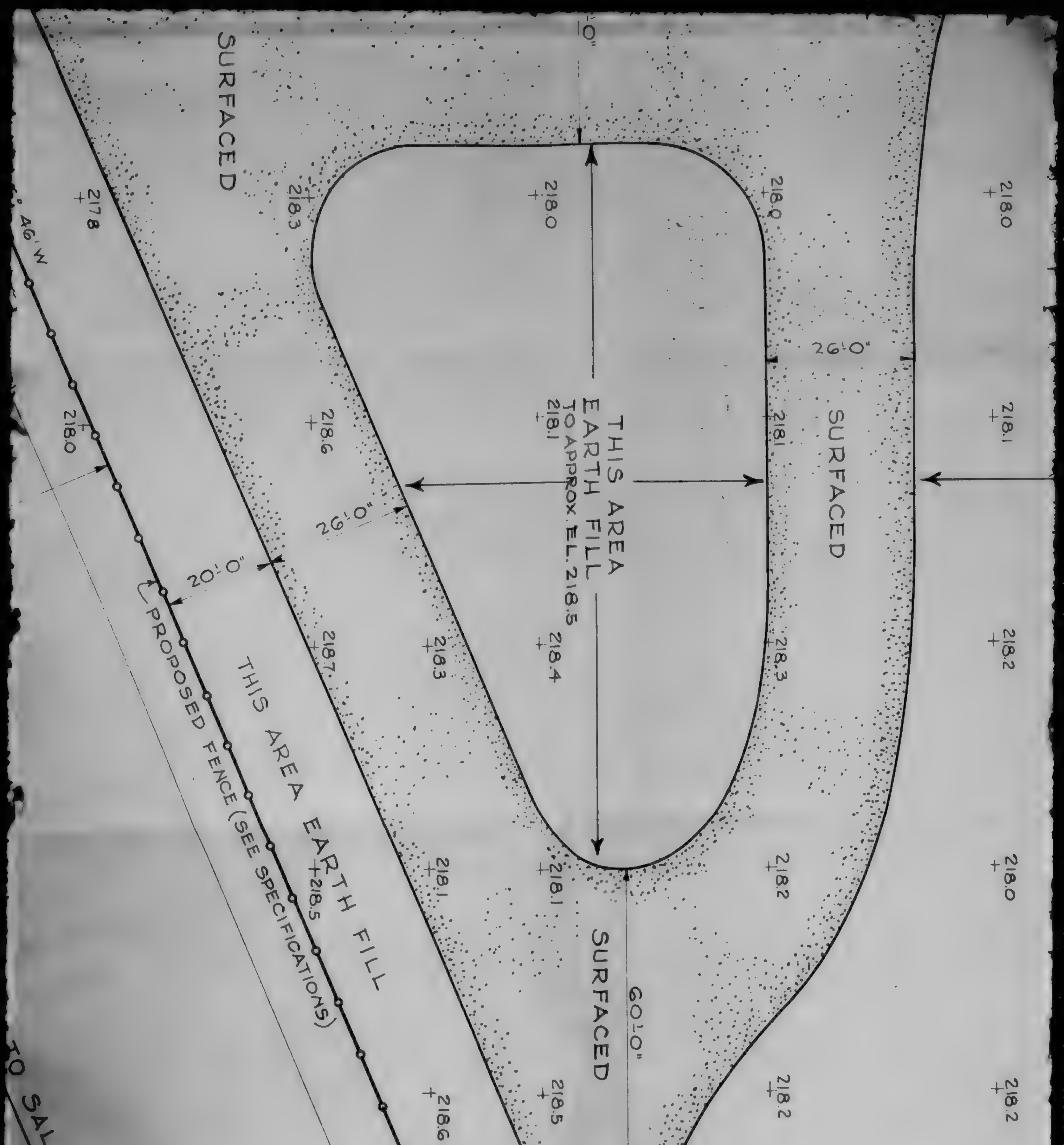
SURFACED
SURFACED
SURFACED
THIS AREA
EARTH FILL
TO APPROX. EL. 218.5
THIS AREA EARTH FILL
PROPOSED FENCE (SEE SPECIFICATIONS)
TO SALEM
2-9' SWING GATES
221.69'
BURK
26'-0"
26'-0"
20'-0"
60'-0"
0"
46' W
N. 1°
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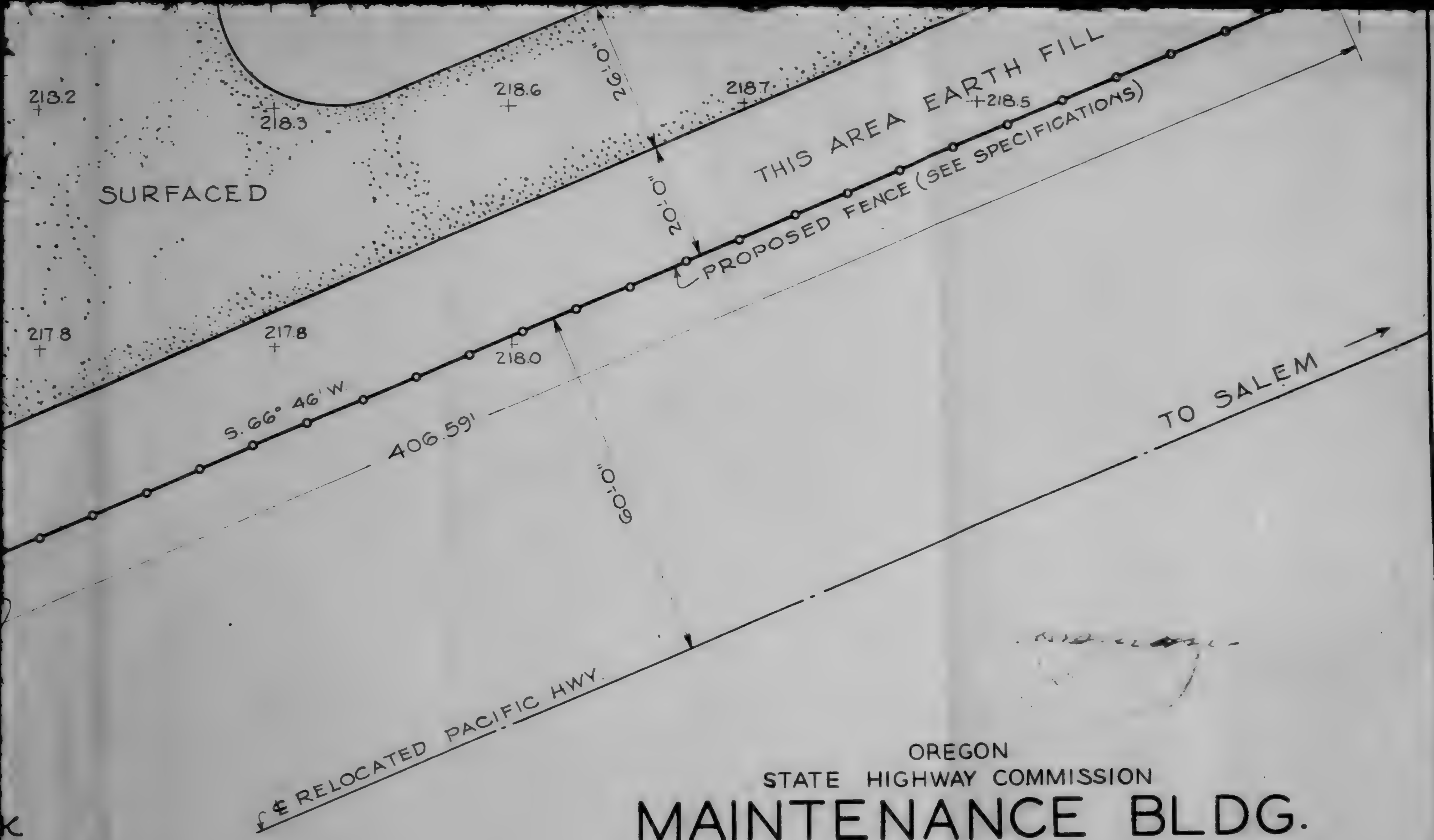

OREGON
STATE HIGHWAY COMMISSION

MAINTENANCE BLDG.

AT

ALBANY — LINN CO.

MAP OF SITE

APPROVED:

State Highway Engineer

Bridge Engineer

SCALE AS NOTED
AUG. 1, 1938
CALC. BK. NO. 163
ACCOMPANIED BY DWGS. 6569 TO 6580 INCL.

DRAWN BY C.C.S.
TRACED BY C.C.S.
CHECKED BY

SHEET ~~1 OF 13~~ ②
JOB NO. 2549
DRAWING NO. 6568

ING
NECTIONS
NNECTION
HOSE & STEAMER
IONAL STANDARD
VALVE C.I. FLANGE TO HUB END
N LEFT HAND.
D COMPLETE WITH STD. VALVE BOX.

RFACED SHALL
COVERED WITH
EL & 2" OF 1" TO 0"
(SEE SPECIFICATIONS)
ARTH FILLED AREAS
D FROM BUILDING AND
ATION OR ELSEWHERE

NISH GRADE AT BUILDING =

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0'-0".
WN WITH CROSS (+) ARE TOP
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WER & WATER LINES ARE

AND NEW POWER LINE TO
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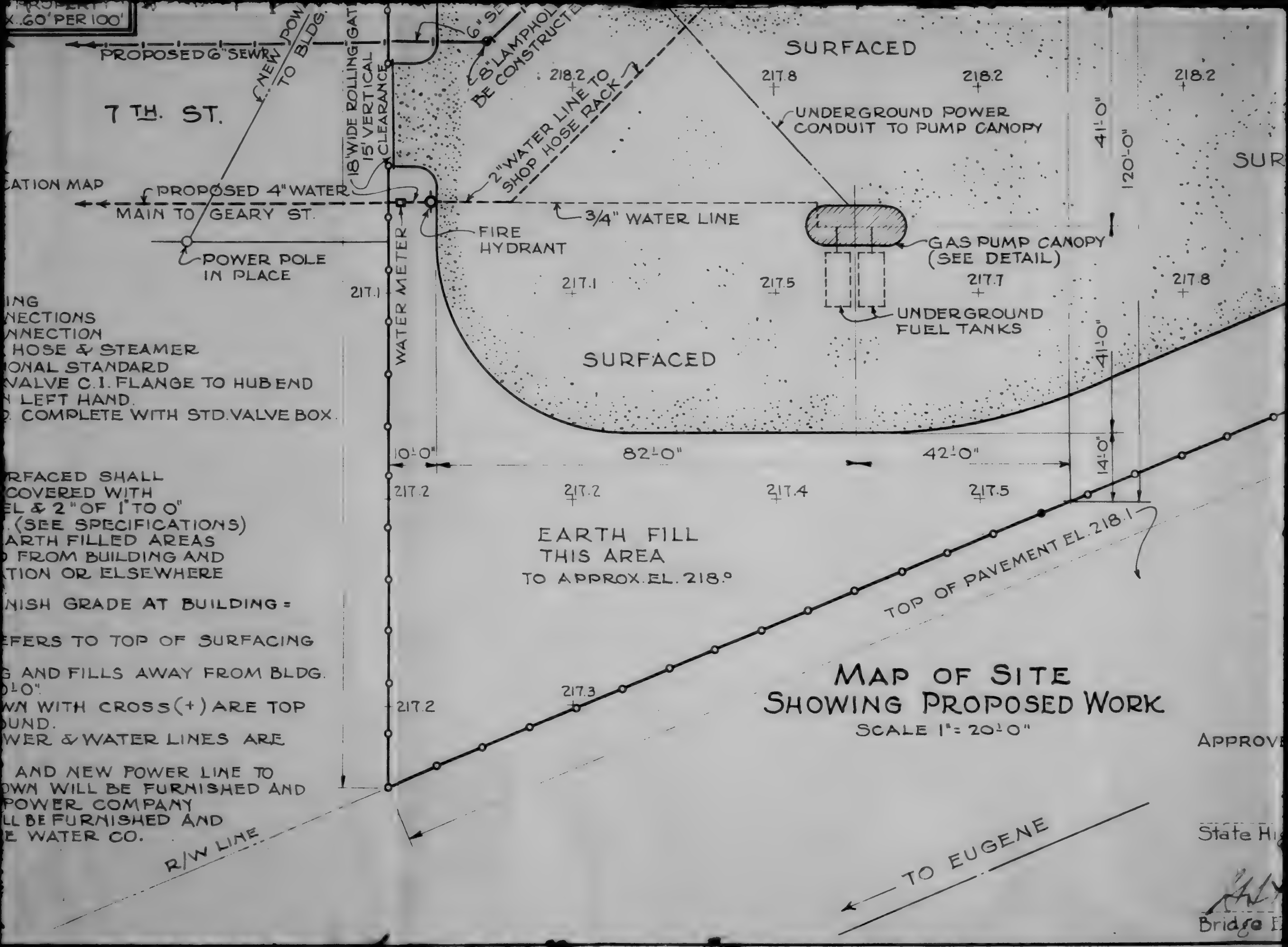
POWER COMPANY
LL BE FURNISHED AND
E WATER CO.



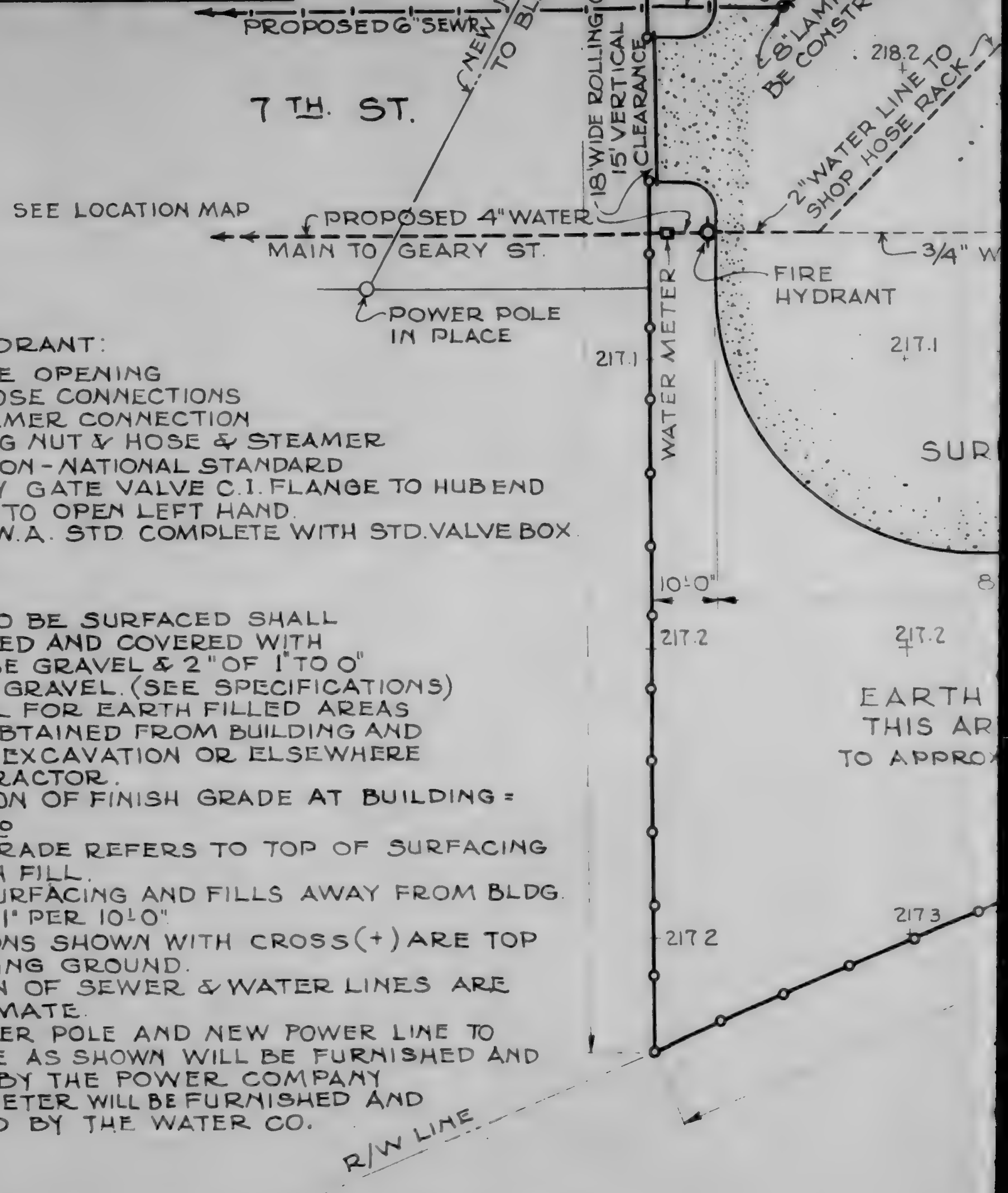
MAP OF SITE
SHOWING PROPOSED WORK
SCALE 1" = 20'-0"

APPROVE

State Hi

Bridge E

CONTRACTOR SHALL CONSTRUCT SEWER AND
WATER LINES FROM GEARY ST. INTO PROPERTY
LAY NEW SEWER TO GRADE OF APPROX .60' PER 100'



FIRE HYDRANT:
4¼" VALVE OPENING
2 - 2 1/2" HOSE CONNECTIONS
1 - 4" STEAMER CONNECTION
OPERATING NUT & HOSE & STEAMER
CONNECTION - NATIONAL STANDARD
AUXILIARY GATE VALVE C.I. FLANGE TO HUB END
N.R.S. N.O. TO OPEN LEFT HAND.
150# A.W.W.A. STD. COMPLETE WITH STD. VALVE BOX

NOTES:
AREAS TO BE SURFACED SHALL
BE GRADED AND COVERED WITH
8" OF BASE GRAVEL & 2" OF 1" TO 0"
CRUSHED GRAVEL. (SEE SPECIFICATIONS)
MATERIAL FOR EARTH FILLED AREAS
CAN BE OBTAINED FROM BUILDING AND
GRADING EXCAVATION OR ELSEWHERE
BY CONTRACTOR.
ELEVATION OF FINISH GRADE AT BUILDING =
EL. 219.00
FINISH GRADE REFERS TO TOP OF SURFACING
OR EARTH FILL.
SLOPE SURFACING AND FILLS AWAY FROM BLDG.
APPROX. 1" PER 10'-0".
ELEVATIONS SHOWN WITH CROSS (+) ARE TOP
OF EXISTING GROUND.
LOCATION OF SEWER & WATER LINES ARE
APPROXIMATE.
NEW POWER POLE AND NEW POWER LINE TO
NEW POLE AS SHOWN WILL BE FURNISHED AND
PLACED BY THE POWER COMPANY
WATER METER WILL BE FURNISHED AND
INSTALLED BY THE WATER CO.

14-1034 Second St. Connection at 1954
Hood River Roadside Improve-
4290 ment Project.

FORM E-123 90M REVISED 2-56

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
NOV 23 1955
FOR FILING

November 21, 1955

Willamette Irrigation Co.
4521 S. E. Division St.
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on November 3, had under discussion your request for an extension of time from May 31, 1955 to September 21, 1955 within which to complete your contract No. 4270, for roadside improvement on Second Street Connection at Hood River on the Columbia River Highway in Hood River County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dean Swift,
Division Engineer

[illegible]. V. Benedict,
Resident Engineer

Forrest Cooper,
Construction Engineer

RECEIVED
OCT 21 1955
FOR FILING

[illegible]
4

October 20, 1955

Request for extension of time
No. 23
November 3 and 4 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from the Willamette Irrigation Company for an extension of time on the Second Street Connection at Hood River, roadside improvement project, Contract No. 4290, from May 31, 1955 to September 21, 1955.

All work on this project was completed by the specified completion date with the exception of the final adjustment of the timing unit for the automatic sprinkling system. The contractor had difficulty in securing the devices which were needed to correctly operate the timing device.

He maintained the lawn and shrubbery by hand, and I therefore recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith

EAP:dt lg

RECEIVED
NOV 14 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 19, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4290	4-Final	Willamette Irrigation Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
21119	R-134474	$ 1,033.89	10/19/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawling
ACCOUNTING DIVISION

Specified completion Date: May 31, 1955

Time Extensions: to Sept. 21, 1955 without penalty

Completion Date: Sept. 20, 1955

Date Accepted: Nov. 3, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-8-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: NOV 9 1955

Ruth Rawling

NOTED ON CARD

RECEIVED
OCT 13 1955
FOR FILING

[illegible]

[illegible]

October 13, 1955

CERTIFIED MAIL

American Surety Company of New York
David A. Lewis, Assistant Manager
725 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4290 for roadside improvement on the Second Street Connection at Hood River on Columbia River Highway in Hood River County was completed by the contractor, Willamette Irrigation Co., on September 20, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $1,033.89 will be released to the contractor after acceptance by the Commission. The total contract amount is $11,776.15 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

gf

14-1034

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 4, 1955, 19

Section Second Street Connection at Hood River

Kind of work Roadside Improvement

Highway Columbia River

Section prefix 14-1034

Contractor Willamette Irrigation Co.

Contract number 4290

Date of contract Sept 24, 1954, 19

Date of completion May 31, 1955, 19

Date work started Oct. 3, 1954, 19

Estimated date of completion July 31, 1955, 19

Project authorization $ 19,496.53

Exclusive of Engineering $ 18,110.11

Per cent of time elapsed 102 %

Estimated cost of completed project, exclusive of engineering $ 18,000

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 1,386.42

Engineering cost to date $ XXXXX 140, 10%

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

A local attendant taking care of watering.

Sprinkling system does not appear to cover lawn area.

Contractor required to water and maintain lawn thru 3 cuttings of grass.

FINAL REPORT

NOTED
OSCAR CUTLER

RECEIVED
1955
OFFICE OF

Signed A. V. Benedict

Address P.O. Box 420, The Dalles.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

RECEIVED
OCT 27 1954
FOR FILING

14-[illegible]

October 26, 1954

Willamette Irrigation Co.
4521 S. E. Division St.
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4290, which was awarded to you on September 24, 1954 by the State Highway Commission, covering roadside improvement on Second Street Connection at Hood River in Hood River County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
SEP 29 1954
FOR FILING

[illegible]
[illegible]

September 27, 1954

Willamette Irrigation Company
4521 S. E. Division
Portland, Oregon

Gentlemen:

The State Highway Commission on September 24, 1954 awarded to you State Highway Contract No. 4290 for Hood River Roadside Improvement Project on Second Street Connection on the Columbia River Highway in Hood River County.

This award was based on your bid of $12,185.25 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
Mark Astrup

BFI-324 (9) Four Structures on the 1954
Gervais-Hayesville Unit
4221

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AUG 1 1955
FOR FILING

4-11

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 27, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4291	7-Final	Hamilton & Thoms	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
15069	R-128138	$ 14,979.99	7/27/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: June 30, 1955

Time Extensions: None

Completion Date: June 30, 1955

Date Accepted: Aug. 11, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 8-16-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

Ruth Rawlings

NOTED ON CARD

6

RECEIVED
JUL 22 1955
FOR FILING

BF1-32-91
4291

July 22, 1955

CERTIFIED MAIL

Hansen & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Washington

Gentlemen:

State Highway Contract No. 4291 for constructing four structures on the Gervais-Hayesville Section of the Portland-Salem Expressway in Marion County was completed by the contractor, Hamilton & Thoms, on June 30, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $14,979.99 will be released to the contractor after acceptance by the State Highway Commission. The total contract amount is $151,316.24 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Seaboard Surety Co.
75 Maiden Lane
New York 38, N. Y.

NOTED ON CARD

RECEIVED
OCT 27 1954
FOR FILING

[illegible] (9)

October 26, 1954

Hamilton & Thoms
Box 726
Eugene, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4291, which was awarded to you on September 24, 1954 by the State Highway Commission, covering construction of four structures on the Gervais-Hayesville Section of the Portland-Salem Expressway in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
SEP 29 1954
FOR FILING

[illegible]

4291

September 27, 1954

Hamilton & Thome
P. O. Box 746
Eugene, Oregon

Gentlemen:

The State Highway Commission on September 24, 1954 awarded to you State Highway Contract No. 4291 for construction of four structures on the Gervais-Hayesville Unit over the Portland-Salem Expressway in Marion County.

This award was based on your bid of $157,410 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

MM

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
G. S. Paxson

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DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

September 24, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract No. 4291 for Oregon Project FI-324(9), Gervais-Hayesville Section (Structures), Portland-Salem Expressway, to Hamilton & Thoms of Eugene, Oregon, low bidder in the amount of $157,410.00 at the September 24, 1954 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
SEP 29 1954
OREGON
STATE HIGHWAY COMMISSION

BFI-160(4) Union Ave.-Swift Road 1954
Junction Sec.
#4292

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DEC 6 - 1955
FOR FILING

BF1-1 (1)

6

OREGON STATE HIGHWAY DEPARTMENT

(date)

November 23, 1955

(CONTRACT NO.) 4292	(EST. NO.)	(CONTRACTOR)
4292	12 F	Lee Hoffman

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
23559	E136919	$ 5,229.42	Nov. 23, 1955

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date:	7-31-55
Time Extensions:	to 9-30-55
Completion Date:	9-16-55
Date Accepted:	9-22-55
Penalties:	none
Claims:	none
Remarks:	

Date: 11-25-55

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
H. B. Glaisyer
asst Secretary

Warrant Mailed: [illegible] 955

RECEIVED
NOV 15 1955
FOR FILING

BF1-1a2(4)
4292

6

November 15, 1955

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

State Highway Contract No. 4292 for work performed on the Union Ave.-Swift Road Junction Section of the Pacific Highway West in Multnomah County was completed by the contractor, Lee Hoffman, on September 16 and was formally accepted by the Highway Commission on September 22, 1955.

Final payment in the amount of $5,229.42 will be released to the contractor on or after November 25, 1955. The total contract amount is $173,540.90, of which amount $529.31 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

POSTED ON CARD

RECEIVED
OCT 10 1955
FOR FILING

[illegible]

[illegible]

October 10, 1955

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to Lee Hoffman in connection with contract No. 4292, covering the Union Ave.-Swift Road Junction Section of the Pacific Highway West in Multnomah County.

This payment, in the amount of $9,406.56, will be released to the contractor on or after October 20, 1955. The retained percentage is $5,205.51.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
OCT 4 1955
FOR FILING

BFI - 160(4)

4292

October 4, 1955

Mr. Lee Hoffman
415 Cedar St.
Beaverton, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on September 22, had under discussion your request for an extension of time from July 31 to September 30, 1955 within which to complete your contract No. 4292, covering the Union Ave.-Swift Road Junction Section of the Pacific Highway West in Multnomah County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: [illegible]. G. Skelton,
Division Engineer

John Petty,
Resident Engineer

[illegible]. M. Stephenson,
Bridge Engineer

8

RECEIVED
SEP 20 1955
FOR FILING

September 19, 1955

Oregon State Highway Commission

Request for extension of time
No. 21
September 22 and 23 meeting.

Gentlemen:

Re: Union Avenue-[illegible] Road Junction Section
Contract No. [illegible]

[illegible], contractor on the Union Avenue-[illegible] Road Junction section of the Pacific Highway, has requested an extension of time from July 31, 1955, to September 30, 1955, in order to complete the contract.

The contractor was delayed in his operations by a change in plans requiring a shift in grade line [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]. Also, [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] weeks. All [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible].

It is recommended that this extension be granted without penalty. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB/up
Attached

Form PR 2 (Revised 1950)

1953

State Oregon

Federal Aid Bond Issue Project No. BYI-160(4)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 14th day of February, 19 55, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 21st day of September, 19 51, a program, which was approved on the 1st day of November, 19 51, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Bureau of Public Roads on the 4th day of May, 19 53; and

Whereas the Division Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred ninety-four thousand and 00/100 dollars ($194,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State **Proceeds of bonds as follows:**

(Include date and citation of act of legislature by which authorized)

[redacted]

Authorized by Chapter	Oregon Laws	Amount	Date of Issue	Beginning Date of Maturities
491	1951	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
491	1951	15,000,000	Mar. 1, 1952	Mar. 1, 1953
491	1951	10,000,000	Mar. 1, 1953	Mar. 1, 1954
20	1953	32,000,000	Sept. 1, 1953	Sept. 1, 1954

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

[redacted] Southbound connections of Swift Road to Denver and Union Avenues, including one major structure at the Denver Ave.-Union Ave. Interchange, in Sections 3 and 4, T. 1 N., R. 1 E., W.M., all of no net mileage,

, l[redacted] [redacted], in Multnomah County, being Oregon Federal Aid / Bond Issue project No. BFI-160(4)., [redacted]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of **one hundred ninety-four thousand and 00/100** dollars ($**194,000.00**), which does not exceed the authorized Federal pro rata share of **three hundred fourteen thousand, ninety-five and 65/100** dollars ($**314,095.65**), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:

(Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest

SECRETARY

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

RECOMMENDED FOR APPROVAL
STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,
By
Division Engineer,
Bureau of Public Roads.

FEB 16

Oregon State Highway Department

Federal Aid Project
No. BFI-160 (4)

UNION AVENUE-SWIFT ROAD JUNCTION SECTION OF THE PACIFIC HIGHWAY WEST IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 1, 1953

Type Code 0010
Roadway (Sta. 61+75 to Sta. 86+25)

All Required		Clearing and Grubbing		$ 1,500.00
170	cu. yds.	Structural Excavation, Unclassified	$ 3.00	510.00
188,000	cu. yds.	Embankment in Place	0.75	141,000.00
350	lin. ft.	18-inch Corrugated Metal Pipe	4.50	1,575.00
10	lin. ft.	8-inch Sewer Pipe	2.00	20.00
1	only	Concrete Catch Basins	75.00	75.00
1	only	Concrete Manholes	350.00	350.00
2	only	Reconstruction of Manholes	100.00	200.00
			Subtotal	$145,230.00
			10% Engr. & Cont.	14,523.00
			Total	$159,753.00

Length of Project 0.00 Miles

Federal Funds- -	$ 99,000.00
State Funds- -	60,753.00
	$159,753.00

Oregon State Highway Department

Federal Aid Project
No. BFI-160 (4)

UNION AVENUE-SWIFT ROAD JUNCTION SECTION
OF THE PACIFIC HIGHWAY WEST IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 8, 1954

Type Code 0010
Roadway (Sta. 62+00 to Sta. 86+70)(Contract No. 3958)

All Required		Clearing and Grubbing		$ 1,000.00
170	cu. yds.	Structural Excavation, Unclassified	$ 3.00	510.00
186,000	cu. yds.	Embankment in Place	0.58	109,040.00
350	lin. ft.	18-inch Corrugated Metal Pipe	4.00	1,400.00
10	lin. ft.	8-inch Sewer Pipe	2.00	20.00
1	only	Concrete Catch Basins	100.00	100.00
1	only	Concrete Manholes	250.00	250.00
2	only	Reconstruction of Manholes	150.00	300.00
		Subtotal		$112,620.00

Type Code 6201
Roadway (Sta. 62+00 to Sta. 86+70)

530	sq. yds.	Removal of Pavement	0.60	318.00
1,300	lin. ft.	Removal of Curbs	0.40	520.00
2	only	Removal of Catch Basins	15.00	30.00
230	cu. yds.	Removal of Miscellaneous Concrete and Masonry	15.00	3,450.00
200	cu. yds.	Drainage Excavation, Unclassified	2.50	500.00
750	lin. ft.	12-inch Corrugated Metal Pipe	3.00	2,250.00
50	lin. ft.	18-inch Corrugated Metal Pipe	4.50	225.00
20	lin. ft.	Extra For Pipe Under Pavement	3.50	70.00
40	lin. ft.	Salvaging Culvert Pipe	2.00	80.00
16	only	Concrete Catch Basins	75.00	1,200.00
140	cu. yds.	Concrete Curbs	40.00	5,600.00
140	cu. yds.	Concrete in Islands	40.00	5,600.00
12	only	Metal Sight Posts	3.00	36.00
2,000	lin. ft.	Metal Guard Rail	2.50	5,000.00
120	lin. ft.	1¼" Electrical Conduit	1.50	180.00
4,100	cu. yds.	2½" - 0 Material in Base	2.50	10,250.00
820	cu. yds.	3/4" - 0 Material in Base	2.60	2,132.00
120	M-gal.	Sprinkling	2.50	300.00
120	cu. yds.	3/4" - 0 Material in Binder Course	3.75	450.00
18	tons	RC-3 Asphalt in Binder Course	40.00	720.00
2,800	tons	Class "B" Asphaltic Concrete	6.25	17,500.00
14	tons	RC-1 Asphalt in Tack and Seal Coats	40.00	560.00
70	cu. yds.	Aggregate in Pavement Seal	4.00	280.00
200	lin. ft.	Asphaltic Concrete Traffic Markers	1.00	200.00
				$57,451.00

Subtotal	$170,071.00
10% Engr. & Cont.	17,007.10
Total	$187,078.10

Type Code X721

Denver Avenue Undercrossing (Sta. D 70+00)

100	tons	Class "B" Asphaltic Concrete	$ 6.25	$ 625.00
520	cu. yds.	Structural Excavation	7.00	3,640.00
50	cu. yds.	Excavation below Elevation Shown	10.00	500.00
11,900	lin. ft.	Furnish Piling	1.20	14,280.00
153	only	Drive Piles	50.00	7,650.00
900	cu. yds.	Class "A" Concrete	62.50	56,250.00
180	cu. yds.	Class "A-A" Concrete	70.00	12,600.00
212,000	lbs.	Metal Reinforcement	0.11	23,320.00
All Required		Prestressing Reinforcement and Prestressing		7,000.00
300	lin. ft.	8-inch Metal Drain Pipe	4.00	1,200.00
300	sq. yds.	Concrete Slab Riprap	8.00	2,400.00
		Subtotal		$129,465.00
		10% Engr. & Cont.		12,946.50
		Total		$142,411.50

Length of Project 0.000 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$187,078.10	$112,421.00	$ 74,657.10
Denver Ave. Undercrossing	142,411.50	85,579.00	56,832.50
	$329,489.60	$198,000.00	$131,489.60

RECEIVED
OCT 27 1954
FOR FILING

[illegible]

October 26, 1954

Mr. Lee Hoffman
415 N. W. Cedar St.
Beaverton, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4292, which was awarded to you on September 24, 1954 by the State Highway Commission, for bridge and paving on the Union Avenue-Swift Road Junction Section of the Pacific Highway West in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
SEP 29 1954
FOR FILING

BFI-1[illegible] (4)
4292

September 27, 1954

Mr. Lee Hoffman
P. O. Box 37
Beaverton, Oregon

Dear Sir:

The State Highway Commission on September 24, 1954 awarded to you State Highway Contract No. 4292 for construction of a concrete bridge on the Union Avenue-Swift Road Junction Section north of Portland in Multnomah County.

This award was based on your bid of $17[illegible],9[illegible]1.50 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
G. S. Paxson

File

RECEIVED
FOR FILING

BFI-160(4)
4292

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

September 24, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract No. 4292 for Oregon Project BFI-160(4), Union Avenue-Swift Road Junction Section, Pacific Highway West, to Lee Hoffman of Beaverton, Oregon, low bidder in the amount of $172,921.50 at the September 24, 1954 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
SEP 29 1954
OREGON
STATE HIGHWAY COMMISSION

File

RECEIVED
SEP 23 1954
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

September 8, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project BFI-160(4), Union Avenue-Swift Road Junction Section of the Pacific Highway West.

This is to authorize your advertising for bids.

Very truly yours,

C. G. POLK
District Engineer

By
A. F. Bester
A. F. BESTER
Supv. Highway Design Engineer

RECEIVED
1954
STATE H[illegible]

RECEIVED
SEP 15 1954
FOR FILING
Unit
OREGON DISTRICT Fed Aid
Co[illegible]
(BFI-160(4))

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

September 1 3 , 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This letter will confirm for the record that the request for individual project program change in Item No. 14, Project BFI-160 (4), Oregon Bond Financed Federal-aid Primary Highway Program was approved by our Division Office effective September 7, 1954.

The project will now appear on the program as follows:

Item	14
County	Multnomah
Project No.	BFI-160(4)
FA Route No.	9
State Route No.	US 99 W
Termini:	Denver Ave.-Union Ave. Jct.
Construction Cost:	
Total	$330,000.00
Federal Funds	$198,000.00
State Funds	$132,000.00
Length	0.00 miles
Character of Work	1 structure, 0.5 mi. Gr. and drain, 2-lane high type pavement on road connections.

Very truly yours,

C. G. POLK
District Engineer

By R E McMullen

R. E. McMULLEN
Program & Planning Engineer

RECEIVED
[illegible] 1954
OREGON
STATE HIGHWAY COMMISSION

26-3319 Vista House Heating System 1954

4293

RECEIVED
FOR FILING

[illegible] 339
4-[illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 14, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4293	2-Final	Lord Bros. Contractors	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
530	R-123333	$ 540.50	1/14/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

Specified Completion Date: **Dec. 1, 1954**

Time Extensions: **None**

Completion Date: **Nov. 23, 1954**

Date Accepted: **Jan. 18, 1955**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **1-21-55**

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: Ruth Rawlings

RECEIVED
JAN 5 - 1955
FOR FILING

-2319
4

5

January 4, 1955

REGISTERED MAIL

United States Fidelity & Guaranty Co.
George C. Bottoms, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Dear Sir:

State Highway Contract No. 4293 for work performed on the Vista House at Crown Point Heating System in Multnomah County was completed by the contractor, Lord Bros. Contractors, on November 23, 1954 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $540.50 will be released to the contractor after acceptance by the State Highway Commission. The total contract amount is $3,988.00 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
gl

RECEIVED
NOV 4 1954
FOR FILING

[illegible]
[illegible]

November 3, 1954

Lord Bros. Contractors
9233 N. Calvert Ave.
Portland 17, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4293, which was awarded to you on September 24 by the State Highway Commission, covering Vista House heating system on the Old Columbia River Highway, Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
SEP 29 1954
FOR FILING

4293

September 27, 1954

Lord Brothers
9233 North Calvert
Portland, Oregon

Gentlemen:

The State Highway Commission on September 24, 1954 awarded to you State Highway Contract No. 4293 for installation of Vista House Heating System on the old Columbia River Highway in Multnomah County.

This award was based on your bid of $3,940 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm
cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
G. S. Paxson

RECEIVED
AUG 5 - 1954
FOR FILING

26-3319

4293

July 22, 1954

Central Labor Council of Portland
and Vicinity
Labor Temple
Portland 1, Oregon

Attention: Gust Anderson, Secretary

Gentlemen:

I shall bring to the attention of the members of the State Highway Commission and the State Highway Engineer your letter of July 21, 1954, just received, concerning the installation of a steam heating plant in the Vista House at Crown Point.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

cc: Commissioners
R. H. Baldock

Bill Way, President
Glenn Blake, Vice-President
Gust Anderson, Secretary-Treasurer

PORTLAND LABOR TEMPLE

CENTRAL LABOR COUNCIL
of Portland and Vicinity
Affiliated with American Federation of Labor
Meets Every Monday Evening in the Labor
Temple, Fourth and Jefferson Streets
Telephone ATwater 0171

LABOR TEMPLE
Portland 1, Oregon

July 21, 1954

Members of Oregon State Highway Commission
Ben R. Chandler, Chairman
Charles H. Reynolds
M. K. McIver

Gentlemen:

The Central Labor Council of Portland has received information that the State Highway Commission will install a steam heating plant at the Vista House at Crown Point on the Columbia River Highway. We also understand that the work is to be performed by your own maintenance crew instead of letting the job by competitive bids, and that bids which have been submitted by qualified and responsible contractors have been rejected.

Contractors who are qualified to do this work employ first-class mechanics who are a part of our community life. These jobs mean a whole lot to them.

We also feel that if the Commission intends to follow this line of reasoning in this case it will seriously affect jobs for such mechanical tradesmen as steamfitters, bricklayers, electrical workers, etc. Therefore, I am instructed by unanimous vote of the Portland Central Labor Council to protest to the Highway Commission your action in rejecting bids from legitimate and responsible contracting firms who are fully-qualified by experience to do a good job for the State of Oregon.

Respectfully,

Central Labor Council of Portland
and Vicinity

Gust Anderson
Gust Anderson, Secretary

ACKNOWLEDGED
H. B. GLAISYER

GA:bg
603

OFFICE EMPLOYEES
UNION LABEL
I. U. No. 11

RECEIVED
MAR 1 9 1954
FOR FILING

Maint
[illegible]
Vista House

January 27, 1954

Mr. Jack Flaucher
Box 66
Bridal Veil, Oregon

Dear Mr. Flaucher:

I am pleased to advise you that the Highway Commission at its meeting of January 21 and 22, 1954, approved your request that the State aid you in the heating of the Vista House to the extent of $100.00 for the months of January and February, 1954.

Please obtain a copy of the power bill, attach it to a bill for the heating, in four copies, and forward to the State Parks Superintendent for further handling.

Very truly yours,

H. B. Glaisyer
Secretary

CHA:dk

cc Mr. C. H. Armstrong

ORM E-123X

AGENDA
JAN 21

VA1
1A-1

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

January 13, 1954

Oregon State Highway Commission

Gentlemen:

In our agreement with Mr. Jack Flancher to operate the concession at the Vista House, Columbia River Highway, there was no provision made for holding the place open during the months of January and February.

This year it seems that there may be a possibility of some sales during these months. Then too, last year we did a considerable amount of redecorating, and it is in very good condition, and the finish is fine. Mr. Flancher feels there may be a considerable damage to this finish should the heat not be provided for these two months, and has asked that the State assist in the heating of the building to the extent of $100.00 for each month, January and February. He will provide the additional funds to pay for the operation, and the labor in connection therewith.

Inasmuch as Mr. Flancher has turned to the State approximately $5,800.00 from sales, I recommend you approve this proposition.

Very truly yours,

C. H. Armstrong
C. H. Armstrong
State Parks Superintendent

CHA:dk

cc Mr. R. H. Baldock
Mr. H. B. Glaisyer

29-3317 Cape Lookout State Park 1954
Extension.
4294

FORM E-120 50M REVISED 8-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
NOV 23 1955
FOR FILING

[illegible] 2217
4 [illegible]

November 21, 1955

Mr. Lloyd G. Sperling
P. O. Box 92
Tillamook, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on November 3, had under discussion your request for an extension of time from April 30, 1955 to September 10, 1955 within which to complete your contract No. 4294, covering Cape Lookout Park Extension in Tillamook County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

Geo. Danforth,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
NOV 14 1955
FOR FILING

29 3517

(CONTRACT NO.)

4291

4291

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 19, 1955

(EST. NO.)

7-Final

(CONTRACTOR)

Lloyd G. Sperling

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
21092	R-134447	$ 1,739.83	10/19/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: April 30, 1955

Time Extensions: to Sept. 10, 1955 without penalty

Completion Date: Sept. 9, 1955

Date Accepted: Nov. 3, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-8-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: NOV [illegible] 1955

Ruth Rawlings

HOLD ON CARD

RECEIVED
OCT 13 1955
FOR FILING

October 13, 1955

CERTIFIED MAIL

National Surety Corporation
4 Albany Street
New York 6, N. Y.

Gentlemen:

State Highway Contract No. 4294 covering Cape Lookout Park Extension in Tillamook County was completed by the contractor, Lloyd G. Sperling, on September 9, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $1,739.83 will be released to the contractor after acceptance by the Commission. The total contract amount is $17,093.57 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Geo. D. Riechers Insurance Agency
2016 Second St.
Tillamook, Oregon

NOTED ON CARD

RECEIVED
OCT 11 1955
FOR FILING

[illegible]
[illegible]

October 7, 1955

Oregon State Highway Commission

Request for extension of time
No. 6
November 3 and 4 meeting.

Gentlemen:

Re: Cape Lookout Park Extension
Contract No. 4394

Lloyd E. Sperling, contractor on the Cape Lookout Park Extension, has requested an extension of time from April 30, 1955, to September 10, 1955, in which to complete this contract.

All items of work on this contract were completed within the specified time with the exception of the moving of earth from the special borrow area. As this area was too wet to use equipment, the contractor was ordered to postpone work until such time as the area dried out. All work on this contract was completed on September 9, 1955.

As this delay was not the responsibility of the contractor, we are recommending that the time extension be granted without penalty. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

PMS/dp

Attached

RECEIVED
NOV 4 1954
FOR FILING

November 3, 1954

Mr. Lloyd G. Sperling
P. O. Box 92
Tillamook, Oregon

Dear Sir:

We enclose herewith two fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4281, for constructing maintenance building at Long Creek in Grant County, awarded September 23, 1954.

Contract No. 4294, covering Cape Lookout Park Extension in Tillamook County, awarded September 24, 1954.

Copies of the above contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
SEP 29 1954
FOR FILING

4544

September 27, 1954

Mr. Lloyd G. Sperling
P. O. Box 94
Tillamook, Oregon

Dear Sir:

The State Highway Commission on September 24, 1954 awarded to you State Highway Contract No. 4494 for Cape Lookout State Park Extension in Tillamook County.

This award was based on your bid of $16,658.70 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

FI-303(12) Boones Ferry Rd.-Willamette 1954
River Guard Rail Proj., Barbur
Blvd.-White School Sec.,
#4295 Portland-Salem Exp.

RECEIVED
MAY 23 1955
FOR FILING

F1-303 (12)

11.1

D.

May 12th, 1955

FINAL COST ANALYSIS

Barbur Blvd.-White School Section Guard Rail Portland-Salem Expressway
Vern Hoaglin, Contractor
Lowell Johnston, Resident Engineer

Item	Quantity	Unit	Unit Cost	Total Cost	Unit Bid	Gross Revenue
Metal Guard Rail & Posts	6,759.5	Lin. Ft.	$1.63	$11,008.55	$1.88	$12,811.67

Gross Revenue	$12,811.67
Total Cost	11,008.55
Net Profit	$ 1,808.12

Net Profit Equals 14.1% of Gross Revenue

Detail of Cost

Labor:			
Labor		$ 852.00	
Labor Insurance		56.92	$ 908.92
Materials:			
Metal Guard Rail & Posts	6,759.5 Lin. Ft. at $1.25	$8,419.11	
Paint		39.35	8,458.46
Equipment Rental & Misc. Supplies:			
Equipment Rental		$1,413.10	
Bond		72.19	
Gas, Oil & Grease		80.88	
Office Overhead		75.00	1,641.17
Total Cost			$11,008.55

Contract #4295

Remarks:

This project is a "Regular Federal Aid Project" calling for the furnishing and placing of 6,759.5 lin. ft. of guard rail.

The project was bid September 24th, 1954. Work started October 8th, and was completed December 15th, 1954.

Good progress was made with rotating type of auger mounted on a flatbed truck. The only place necessitating hand work was at the north approaches to the Willamette River bridge, where large boulders were encountered. Had the contractor been experienced in this type of work, a greater profit would have been realized.

A change in placing guard rail under county overcrossings necessitated $103.81 in force account items. Wood posts were used.

A good profit was realized.

Oscar Cutler
Chief Cost Analyst

By . . Harry R. Sturgis

RECEIVED
MAR 1 1955
FOR FILING

FI-303 (12)

OREGON STATE HIGHWAY DEPARTMENT
(date)
February 23, 1955

(CONTRACT NO.) [illegible]
4295

(EST. NO.)
3-Final

(CONTRACTOR)
Vern Hoaglin

(VOUCHER NO.)
3187

(WARRANT NO.)
R-116201

(AMOUNT)
$ 1,141.57

(DATE)
2/23/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Dec. 31, 1954

Time Extensions: None

Completion Date: Dec. 15, 1954

Date Accepted: Jan. 18, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-23-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: Ruth Rawlings

FEB 18 1955

FI-303(12)

4295

February 17, 1955

REGISTERED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

State Highway Contract No. 4295, for guard rail installation on the Boones Ferry Road-Willamette River Unit, Barbur Blvd.-White School Section of the Portland-Salem Expressway in Washington and Clackamas Counties, was completed by the contractor, Vern Hoaglin, on December 15, 1954 and was formally accepted by the State Highway Commission on January 18, 1955.

Final payment in the amount of $1,141.57 will be released to the contractor on or after February 28, 1955. The total contract amount is $12,811.67, of which amount $103.81 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
DEC 28 1954
FOR FILING

F-303 (12)
4295

December 24, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on December 15, 1954 on Contract No. 4295, Boones Ferry Road-Willamette River Unit, Barbur Blvd.-White School Section, in Washington & Clackamas Counties, in connection with Federal Aid Project No. FI-303 (12).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc: John Cattrall
DBP:bb

Form 2-1

FI-303(12)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Boones Ferry Rd.-Willamette River Unit Barbur Blvd.-White School

For Week Ending December 18, 1954

Highway Portland-Salem Expressway

Kind of work Guard Rail

Section prefix 34-1083

Contractor Vern Hoaglin

Contract number 4295

Date of contract September 24, 1954

Date of completion December 31, 1954

Date work started October 8, 1954

Estimated date of completion ...., 19....

Amount of contract $13,536.00

Per cent of time elapsed 86 %

Estimated cost of completed project, exclusive of engineering $12,573.34

Per cent of contract completed, based on total contract price .... %

Engineering cost to date $ 950, 92 %

Date project was completed December 15, 1954

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This project was completed on December 15, 1954. The semi-estimate is completed and will to the division office the first part of next week.

NOTED
OSCAR CUTLER

NOTED
FORREST COOPER

NOTED
R. A. MARTIN

RECEIVED
DEC 21 1954
OFFICE OF
CONSTRUCTION ENGR.

Signed Lowell A. Johnston by P. Nelson
Lowell A. Johnston

Address Portland 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

Guard Rail

	XXXXXXX	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.26				
Miles partially completed					
Miles completed	1.26				
Total estimated quantities	6,687.5				
Estimated quantities moved or placed to date	6,687.5				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
DEC 2 - 1954
FOR FILING

FT 43 ([illegible])
42[illegible]

December 1, 1954

Mr. Vern Hoaglin
43 N. W. Canyon Road
Beaverton, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4295, which was awarded to you on September 24, 1954 by the State Highway Commission, covering guard rail construction on the Boones Ferry Road-Willamette River Unit, Barbur Boulevard-White School Section of the Portland-Salem Expressway in Washington and Clackamas Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
OCT 15 1954
FOR FILING

FI-303 (12)

October 14, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 8, 1954 on Contract No. 4295, Boones Ferry Road-Willamette River Unit, Barbur Blvd.-White School Section, in Washington and Clackamas Counties, in connection with Federal Aid Project No. FI-303 (12).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:ie

RECEIVED
SEP 29 1954
FOR FILING

September 27, 1954

Mr. Vern Hoaglin
446 Bertha-Beaverton Highway
Beaverton, Oregon

Dear Sir:

The State Highway Commission on September 24, 1954 awarded to you State Highway Contract No. 4295 for Boones Ferry Road-Willamette River Guard Rail Project, Barbur Boulevard-White School Section on the Portland-Salem Expressway in Washington and Clackamas Counties.

This award was based on your bid of $12,032 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage

RECEIVED
FOR FILING

FI 303 (12)

[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

September 24, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract No. 4295 for Oregon Project FI-303(12), Boones Ferry Road-Willamette River Section, Portland-Salem Expressway, (Guard Rail) to Vern Hoaglin of Beaverton, Oregon, low bidder in the amount of $12,032.00 at the September 24, 1954 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
SEP 29 1954
OREGON
STATE HIGHWAY COMMISSION

X

RECEIVED
[illegible]
FOR FILING

OREGON DISTRICT

FI- (1)

4212

FI-30-12)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

September 8, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project FI-303(12), Boones Ferry Road-Willamette River Section (Roadside Improvement and Guard Rail), of the Portland-Salem Expressway

This is to authorize your advertising for bids.

Very truly yours,

C. G. POLK
District Engineer

By
A. F. Bester
A. F. BESTER
Supv. Highway Design Engineer

RECEIVED
SEP 16 1954
OREGON
STATE HIGHWAY COMMISSION

36-1025 Willamina ("D" St.-East) 1954
Grading and Paving Project.
4226

RECEIVED
OCT 20 1955
FOR FILING

4296

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

Oct. 18, 1955

Nott, Cummins & Devlin, Lawyers
First Federal Savings and Loan Building
McMinnville, Oregon

Attention: Mr. Elliott B. Cummins

Dear Mr. Cummins:

Re: Our File CAS-55-8
Oil Spray Damage Claim
Adolph [illegible], 7/28/55
State Contract No. 4296

With reference to the above captioned claim, please be advised that the work was performed by W. G. Wright of 410 Third Street, McMinnville, Oregon. The contract under which the said W. G. Wright performed the work for the State places the responsibility for any damage incurred in the performance of the work upon the said W. G. Wright.

We trust that if this matter is presented to the said W. G. Wright, or the Company with whom he carries his liability insurance, the matter will be promptly attended to.

We thank you for your patience while this matter has been under investigation.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By D. E. McAdams Jr
D. E. McADAMS, JR.
Assistant Attorney

DEMcA:RC

cc- Mr. John A. Phillips
Mr. W. W. Stiffler

NOTED
W. W. STIFFLER

RECEIVED
OCT 1 1955
FOR FILING

[illegible]
4296

Files

OREGON STATE HIGHWAY DEPARTMENT
(date)
September 29, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4296	3-Final	W. G. Wright	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
19920	R-133168	$ 776.38	9/29/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: July 15, 1955

Time Extensions: to July 30, 1955 without penalty

Completion Date: July 28, 1955

Date Accepted: Aug. 11, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-30-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: SEP 30 1955
Ruth Rawlings

NOTED ON CARD
J

RECEIVED
SEP 16 1955
FOR FILING

2-1955
4316

September 16, 1955

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: G. H. Burnett

Gentlemen:

State highway contract No. 4296 for work performed on "D" Street-East in the City of Willamina on the Salmon River Highway in Yamhill County was completed by the contractor, W. O. Wright, on July 28, 1955 and was formally accepted by the Highway Commission on August 11, 1955.

Final payment in the amount of $776.38 will be released to the contractor on or after September 26, 1955. The total contract amount is $25,879.41, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

NOTED ON CARD

9-16-55

Mr. [illegible] Sid 11/7 [illegible]
[illegible] [illegible] 10 minutes.
[illegible] called was [illegible]
[illegible] signed, [illegible] acceptance
[illegible] no [illegible] no
[illegible]
[illegible] & [illegible] in your
[illegible] [illegible] in my room —
[illegible] [illegible] and [illegible].

A.R.

Today has one been busy — one [illegible] the plans, [illegible] & a 1½ hr meeting of a Committee on the United Fund.

NOTED
H.B. GLAISYER

[illegible]

[illegible]

[illegible]

[illegible] cor-
[illegible]

Very truly yours,

[illegible], Secretary
[illegible] CORPORATION

By

[illegible]
Assistant Secretary

[illegible] 9:53 a.m. [illegible] 6, 1955

STATE OF OREGON)
) ss.
County of Yamhill)

TO: Floyd Query

IN THE NAME OF THE STATE OF OREGON, you are hereby commanded to appear before the grand jury of the County of Yamhill, State of Oregon, at the Courthouse in McMinnville, Oregon, on the 10th day of September, 1955 at 10:00 o'clock A. M., as a witness before said grand jury. You are required also to bring with you the following: State of Oregon Highway contracts numbered 3937, 4150, 4151 and 4296 awarded to W. C. Wright and other records of the State Highway Commission showing the completion date of each of said above numbered contracts.

Dated the 2nd day of September, 1955.

/s/ Elliott B. Cummins
District Attorney
Yamhill County, Oregon

STATE OF OREGON)
) ss.
County of Marion)

I hereby certify that the above and foregoing is a true and correct copy of the original subpoena now in my hands for service

Denver Young,
Sheriff

By ______
Deputy

[illegible] 10 AM [illegible]

F. Query

RECEIVED
SEP 1 - 1955
FOR FILING

4296

August 31, 1955

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to W. G. Wright in connection with contract No. 4296, for grading and paving on the Willamina ("D" Street-East) Section of the Salmon River Highway in Yamhill County.

This payment, in the amount of $15,634.57, will be released to the contractor on or after September 10, 1955. The retained percentage is $776.38.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc:

NOTED ON CARD

RECEIVED
AUG 18 1955
FOR FILING
FORM E-30X 37½ 3-54 73730

[illegible]

[illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 17th, 1955

SUBJECT:

To: Mr. J. D. Walker
Division Engineer

In reviewing Resident Engineer Ferguson's explanation of overruns and underruns on the Willamina (D Street) project, I note that any similarity between the original and final quantities is extremely hard to find. While I assume that you are familiar with the violent changes which occurred during the course of construction, I believe this matter should be looked into if for no other purpose than to determine where the sloppy engineering occurred.

While I realize the quantities are all small, it would seem to me that we should be able to make better estimates.

Forrest Cooper
Ass't. Construction Engineer

FC:AR

cc to: W. C. Williams

RECEIVED
AUG 17 1955
OFFICE OF
STATE HIGHWAY ENGINEER

-1025

Form E-1—1064

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 6, 19 55

Section Willamina ("D"Street-East)

Kind of work Grading & Paving

Highway Salmon River

Section prefix 36-1025

Contractor W. G. Wright

Contract number 4296

Date of contract September 24, 19 54

Date of completion July 15, 1955

Date work started June 8, 19 55

Estimated date of completion July 28, 1955

Project authorization $ 29,818.13

Exclusive of Engineering $ 27,697.73

Per cent of time elapsed 104.41 %

Estimated cost of completed project, exclusive of engineering $ 25,879.41

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 2120.40

Engineering cost to date $ 5377.08, 253.59 %

Date project was completed July 28, 19 55

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-Final submitted to Division Office Thursday, August 4, 1955.

NOTED
W. T. WRIGHT

Signed E. O. Ferguson Res. Engr.

Address Salem

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77099

NOTED
FORREST COOPER

	GRADING	SURFACING	MAINTENANCE MATERIALS	Seal Coat ~~BITUMINOUS MACADAM~~	PAVING
Miles in project	0.37	0.37		0.37	0.37
Miles partially completed	0.00	0.00		0.00	0.00
Miles completed	0.37	0.37		0.37	0.37
Total estimated quantities	940.8	1617		Asph 10.74 T. Agg 105 C.Y.	1485.295
Estimated quantities moved or placed to date	940.8	1617		Same	1485.295
Average daily quantities					
Average daily quantities necessary to complete project on time	Completed	Completed		Completed	Completed
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Cloudy		
Tuesday	Fair		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
JUL 27 1955
FOR FILING

[illegible]
4296

July 26, 1955

Request for extension of time
No. 4
August 11 and 12 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from W. G. Wright for an extension of time on the Willamina (D Street East) Section, Salmon River Highway, grading and paving, Contract No. 4296, from July 15, 1955 to July 30, 1955.

Intermittent bad weather conditions prevented the contractor from organizing his crews and continuously pushing the job. He has attempted to complete and has worked during all suitable weather conditions.

I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith

HGS lg

RECEIVED
JUL 20 1955
FOR FILING

FORM E-20X—20,000—10-54—79484

26-455

4276

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 19th, 1955

SUBJECT:

To: Mr. J. D. Walker
Division Engineer

NO
W. C. WILLIAMS

I am returning your file consisting of Request for Authority to Overrun Contract Amount and Price Agreement covering sealing on the Willamina job.

I see no necessity for the Authority to Overrun Contract Amount as the anticipated final cost does not overrun the authority by 10%; however, in a situation of this kind the City would be required to pay the additional cost of the work amounting to $1,612. If you have not already made arrangements to get City approval for this, please do so.

After the matter has been properly taken care of, the order may be resubmitted.

Forrest Cooper

Forrest Cooper
Ass't. Construction Engineer

FC:AR

cc to: W. C. Williams ✓

RECEIVED
JUL 19 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 25 1954
FOR FILING

36 - 1025
4296

October 22, 1954

Mr. W. G. Wright
410 Third Street
McMinnville, Oregon

Dear Sir:

We enclose herewith a fully executed copy of contract No. 4296, which was awarded to you on September 24, 1954 by the State Highway Commission, for grading and paving on the Willamina ("D" Street-East) Section in Yamhill County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
SEP 30 1954
FOR FILING

36-1125

[illegible]

September 29, 1954

Mr. Sam J. Smith, City Recorder
City Hall
Willamina, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Willamina covering the construction on the (D Street-East) Section of the Salmon River Highway in the City of Willamina.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
OCT 4 - 1954
FOR FILING

[illegible]
4216

5306

Salem, Oregon
September 29, 1954

Mr. John W. Cattrall
City & County Relations Dept.
Office

MISC. CONTRACTS and AGREEMENTS No. 1594.

Attached is a conformed copy of an agreement with the City of Willamina covering the construction on the Willamina (D Street-East) Section of the Salmon River Highway.

The original of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Willamina, Oregon.

Secretary

rn
Attach: 1

REFERRED TO Query BY SECRETARY

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 17, 1954

SUBJECT: Assignment #5306

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies of an agreement between the State and City of Willamina in connection with the Willamina (D Street-East) Section of the Salmon Highway. Both copies have been executed by the proper city officials and are now ready for presentation to the Highway Commission.

This completes Assignment No. 5306.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:mm
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 6-30-54 Minute Page 27
H B Glaisyer
Secretary

RECEIVED
SEP 17 1954
[illegible]
STATE HIGHWAY ENGINEER

ASSIGNMENT

Date: **September 9, 1954** No. 5306 By wcw

Description: **Mr. McAdams' letter of Sept. 8 enclosing 10 copies of proposed throughway resolution in the city of Willamina.**

Acknowledged by____ Referred to ✓ **CATTRALL**

- __ Investigate and report with recommendation
- __ Such action as necessary and report
- __ Comment or recommendation
- __ Return with rough draft of reply
- __ Prepare reply for signature of Mr.________
- __ Contact correspondent and report

Remarks: **To check**

PLEASE RETURN TO
W. C. WILLIAMS

Executed 9-17-54 Report Received__________

mc

PLEASE RETURN TO
W. C. WILLIAMS

IGHWAY DEPARTMENT

ENT CORRESPONDENCE

. 8, 1954

n, Oregon

UBJECT:

eer

d ten copies of the proposed agree- the City of Willamina covering the et.

resolution dated November 3, 1948, s, specifies that on all desig- ent improvements are made and there per mile, the Legal and Right of se access. We understand that while ment the highway is not going to e City of Willamina for any considerable length of time and it is considered impractical to purchase access. Under the circumstances, we think it is best that this departure from the directions of the resolution be called to the attention of the Highway Commission when this agreement is signed.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By O. E. McAdams Jr.
O. E. McADAMS, JR.
Assistant Attorney

OEM:jfw
Encls.

RECEIVED
SEP 9 1954
ENGINEER
[illegible] RELATIONS

FORM E-90 25M 9-51 52315

PLEASE RETURN TO
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Sept. 8, 1954
Salem, Oregon

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

Dear Mr. Williams:

Herewith, you will find ten copies of the proposed agreement between the State and the City of Willamina covering the reconstruction of Main Street.

You will note that the resolution dated November 3, 1948, which set up the throughways, specifies that on all designated highways where permanent improvements are made and there are ten or more businesses per mile, the Legal and Right of Way Department shall purchase access. We understand that while this is a permanent improvement the highway is not going to continue running through the City of Willamina for any considerable length of time and it is considered impractical to purchase access. Under the circumstances, we think it is best that this departure from the directions of the resolution be called to the attention of the Highway Commission when this agreement is signed.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By O. E. McAdams Jr.
O. E. McADAMS, JR.
Assistant Attorney

OEM:jfw
Encls.

RECEIVED
SEP 9 1954
ENGINEER
[illegible] RELATIONS

RECEIVED
SEP 29 1954
FOR FILING

36-[illegible]
4296

September 27, 1954

Mr. W. G. Wright
410 Third Street
McMinnville, Oregon

Dear Sir:

The State Highway Commission on September 24, 1954 awarded to you State Highway Contract No. 4296 for Willamina ("D" Street-East) Grading and Paving Project on the Salmon River Highway in Yamhill County.

This award was based on your bid of $26,465 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

RECEIVED
JUL 21 1954
FOR FILING

36-1025

1996

[illegible]

June 28, 1954

Mr. Allen C. Louden, Chairman
Civic Improvement Committee
Willamina Chamber of Commerce
Willamina, Oregon

Dear Mr. Louden:

Further reference is made to the request of the Willamina Chamber of Commerce for improvement of the Salmon River Highway through Willamina, which was the subject of discussion when a delegation from your City appeared before the Highway Commission at its meeting on May 12. The Highway Commission at that time referred the matter to the Engineer for detailed report on work involved and estimated cost to perform the same.

The Engineer's report on this subject was rendered to the Commission at its meeting last week. It appears from the report that improvement most necessary is through the easterly portion of the City and is about 0.32 mile in length. To install storm sewers, curbs, and pavement widening, is estimated to cost about $35,000.

It was the considered opinion of the members of the Commission, after carefully considering all of the facts of the case, that it is justified in spending $35,000 for the improvement recommended by the Engineer. Accordingly, the Commission unanimously authorized the Engineer to proceed with the improvement, which it is my understanding, will be received for bids at the August meeting of the Commission.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

RECEIVED
JUN 1 1954
FOR FILING

36-1025

4296

2d-12

May 28, 1954

Oregon State Highway Commission

Gentlemen:

Subsequent to the appearance of the Willamina delegation at the last Commission meeting you requested that I furnish you an estimate of cost for curbs, draining, and pavement widening of the Salmon River Cutoff Highway through the easterly portion of Willamina.

The estimated cost of this section, which is 0.32 mile in length for storm sewers, curbs, and pavement widening, is $35,000. This portion includes all of that requested by the City north of the river but does not include any improvement south of the Willamina Creek bridge.

I believe the improvement easterly from the present curbed section in Willamina is a desirable improvement, and I would recommend that we contract it as a state project in August. We can find enough state money to do this. We have searched our past records and find that there have been no expenditures of any nature for highway improvements in Willamina during the past 20 years. Our only expenditures have been for maintenance. This should add some further weight to Willamina's request for this improvement, which, after all, is rather modest.

This matter will be on the next agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith
Mr. S. H. Probert
Mr. C. H. Maison

WCW:me lg

RECEIVED
JUN 1 1954
FOR FILING

36-16

1296

May 28, 1954

Mr. Allen C. Louden, Chairman
Civic Improvement Committee
Willamina Chamber of Commerce
Willamina, Oregon

Dear Sir:

In your letter of May 6 addressed to Mr. H. B. Glaisyer, Secretary of the Oregon State Highway Commission, you requested that you be advised as to the amount of money spent by the State Highway Commission on improvements to the state highway and right of way within the limits of the city of Willamina during the last 20 years.

I am sorry that this information has not been furnished you more promptly. The State has made no expenditures on highway improvements in Willamina during the past 20 years.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. Floyd Query

WCW:me lg

FORM E-90 30M 9-51 88819

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 19, 1954

SUBJECT: City of Willamina

NOTED
W. C. WILLIAMS

To:

Mr. W. C. Williams
Deputy State Highway Engineer
OFFICE

Referring to the delegations which appeared before the Commission meeting on May 11-12, 1954, 3:15 p.m., I wish to advise that the estimated cost of the section from "D" Street easterly to the jog in the city limits (0.32 miles), including storm sewers, curbs, pavement widening, is $35,000.

At Station 204+20 on this section, there is an existing concrete arch, width 3' 5", rise 2' 10", with a waterway area of 5.75 Sq. Ft. This drainage has been extended for 120 feet downstream through private property with a 24" concrete pipe which has a waterway area of 3.14 Sq. Ft. This restriction disrupts the drainage and should be improved by the installation of a 43"x27" arch type culvert, cost of which is estimated at $2,100.

It would appear that this matter should be taken care of by the City.

Forrest Cooper
Ass't. Construction Engineer

FC:js

ASSIGNMENT

Date: May 17, 1954 No. 5081 By lww

Description: Map of Willamina showing proposed state improvement and city paving project.

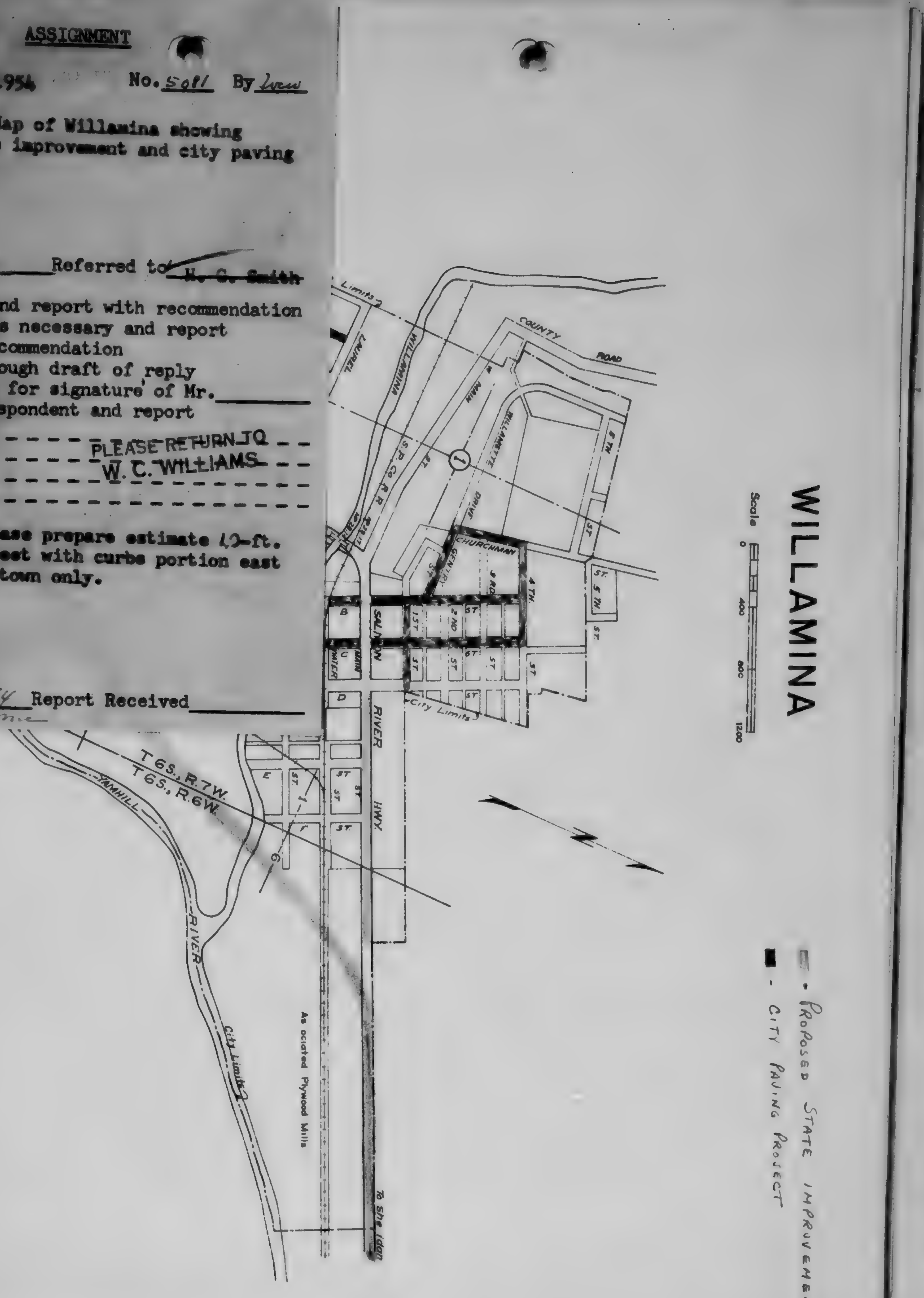
Acknowledged by____ Referred to ~~H. C. Smith~~

__ Investigate and report with recommendation
XX Such action as necessary and report
__ Comment or recommendation
__ Return with rough draft of reply
__ Prepare reply for signature of Mr.________
__ Contact correspondent and report

PLEASE RETURN TO
W. C. WILLIAMS

Remarks: Please prepare estimate 40-ft. street with curbs portion east of town only.

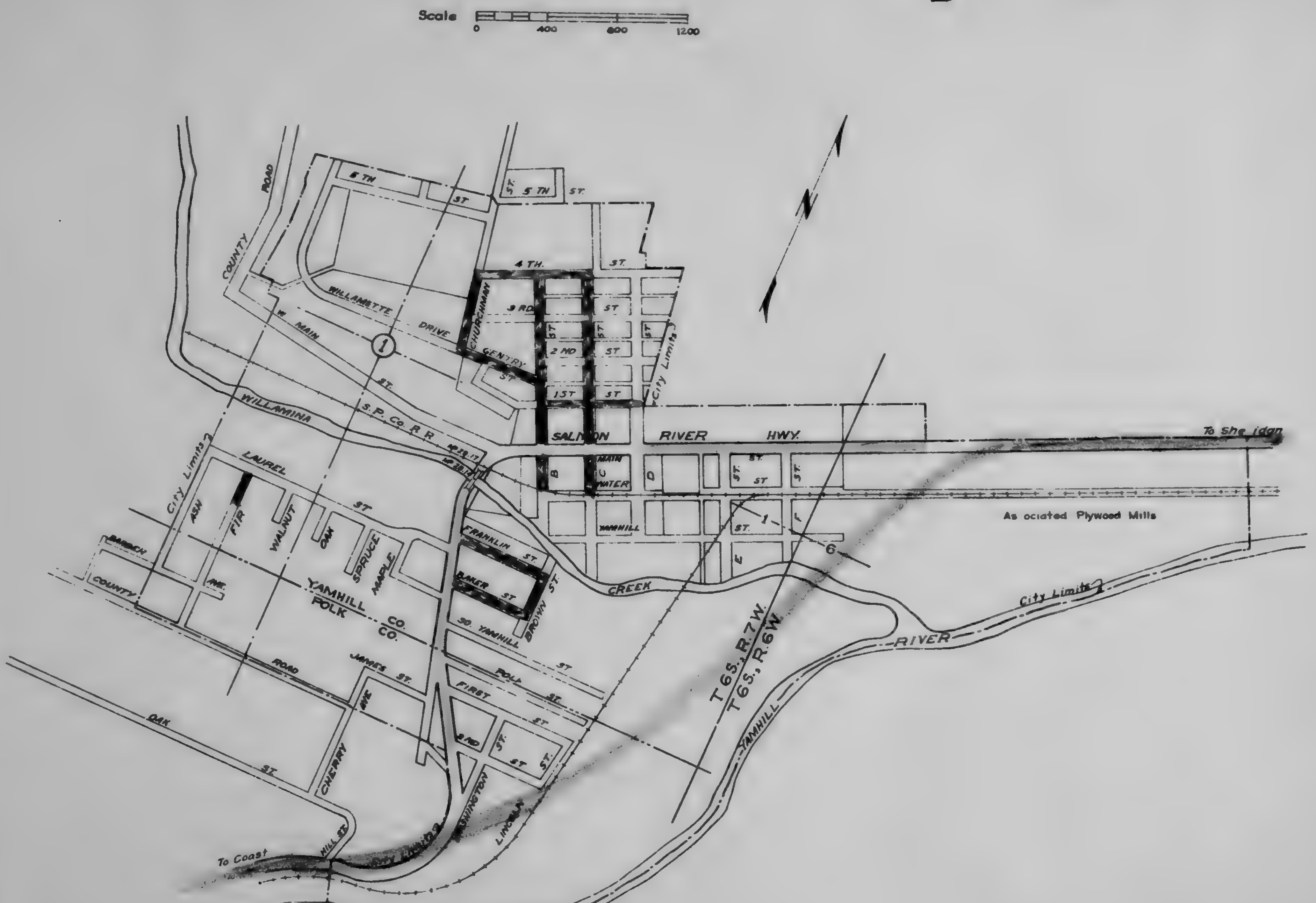
Executed 5-19-54 Report Received________
mc



Rev. 5-21-52

WILLAMINA

▨ - PROPOSED STATE IMPROVEMENT
■ - CITY PAVING PROJECT

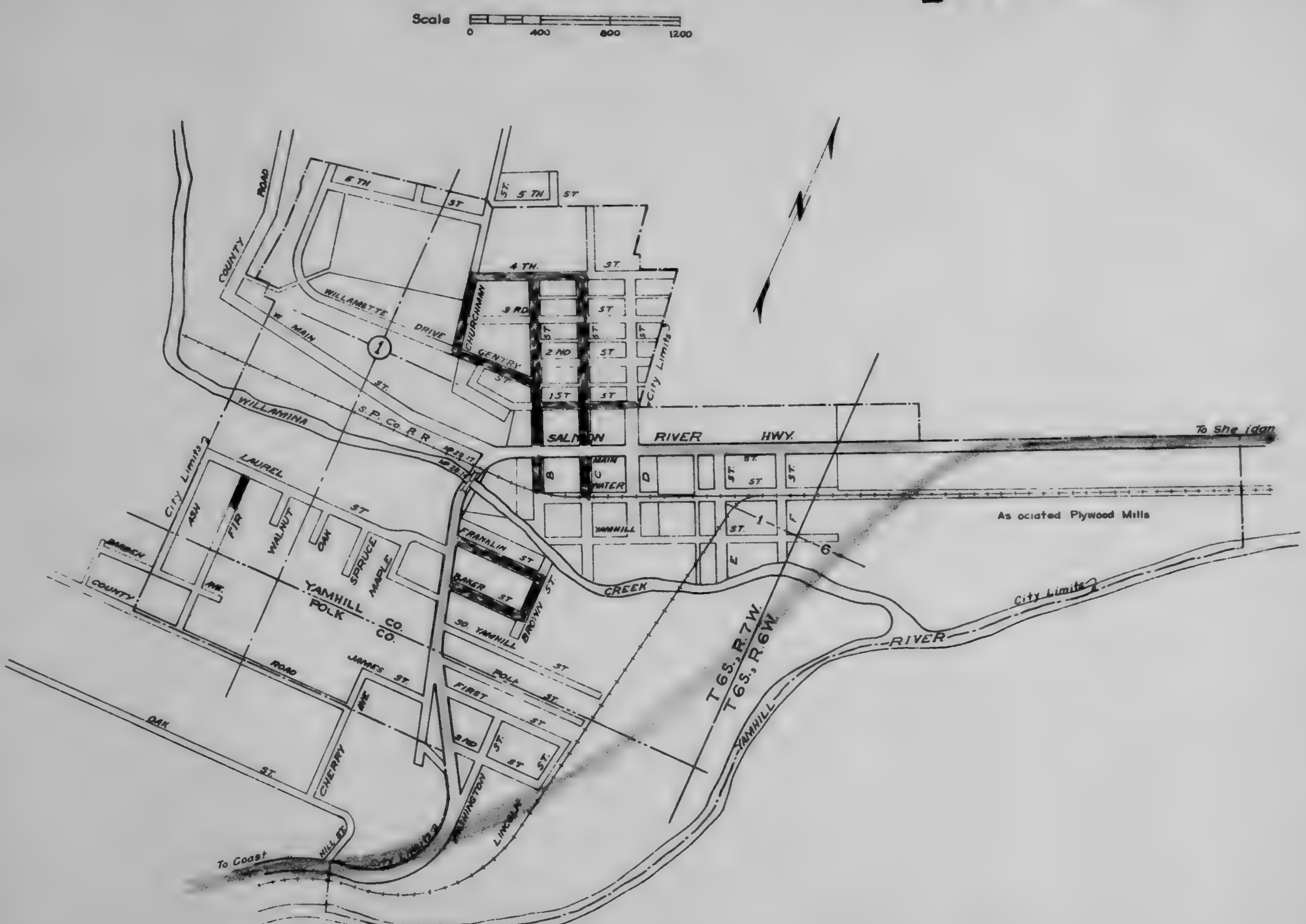


Rev. 5-21 52

WILLAMINA

▨ - PROPOSED STATE IMPROVEMENT

■ - CITY PAVING PROJECT



Rev. 5-21 52

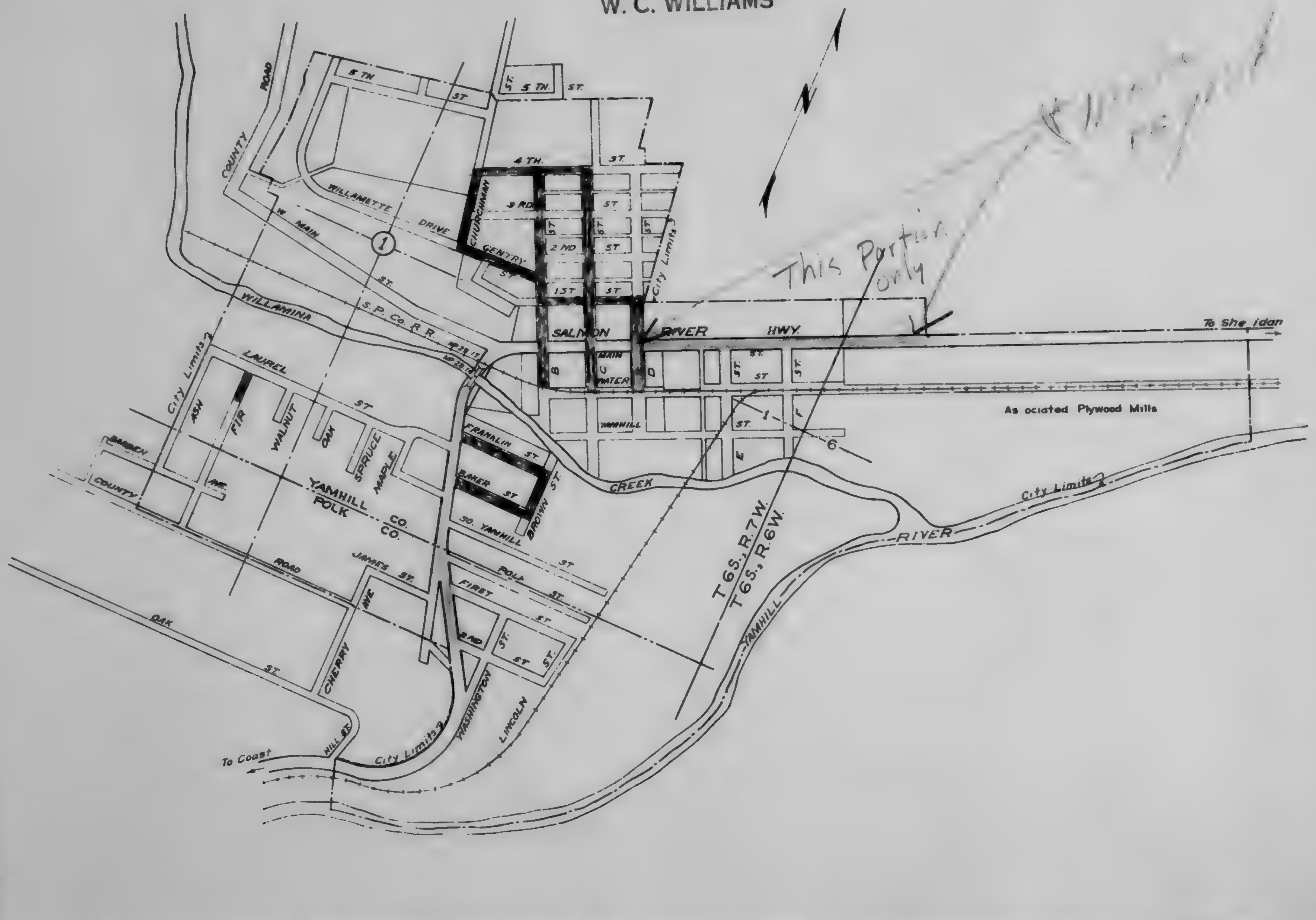
WILLAMINA

Scale 0 400 800 1200

▭ - PROPOSED STATE IMPROVEMENT

■ - CITY PAVING PROJECT

PLEASE RETURN TO
W. C. WILLIAMS



Rev. 5-21-52

36-11

STATE HIGHWAY COMMISSION MEETING

Delegation Board of Directors, Willamina Chamber of Commerce

Date May 12, 1954

Time 3:15 p.m.

Name	City or Town	Capacity
Earl L. Richardson	Willamina	Real Estate Broker
Eugene E. Marsh	McMinnville	Lawyer
O. C. Yocom	"	Contractor
E. L. Ellingsworth	"	Retired Merchant
H. A. Farrett	Willamina	Petroleum Distributor
Mrs H. A. Farrett	"	
Mary Hendrickson	"	
Virgil Heider	"	Feed Store and Farmer
Mrs Virgil Heider	"	
M. L. Walden	Oceanlake	Banker
Carl John	Willamina	City Councilman
Dr. Otis Barr	"	
Frank Farratt	"	Lumberman
Robert Shipley	"	Service Station
Walter Smith	"	Dry Cleaner
Ed Moehlman	"	Mercantile
John L. Shetterly	"	Hardware
Joe Aase	"	Motel
John Leger	"	Pool Hall
Allen Louden	"	Banker
O. J. Daniels	"	Tavern & Hotel

May [illegible]

May 7, 1954

Mr. Allen C. Louden, Chairman
Civic Improvement Committee
Willamina Chamber of Commerce
Willamina, Oregon

Dear Mr. Louden:

This is to acknowledge your letter of April 6 in which you request the expenditures on highway improvements within the City of Willamina during the past 20 years.

It will require some amount of research to secure this information, but we will be pleased to advise you as soon as it can be assembled.

Very truly yours,

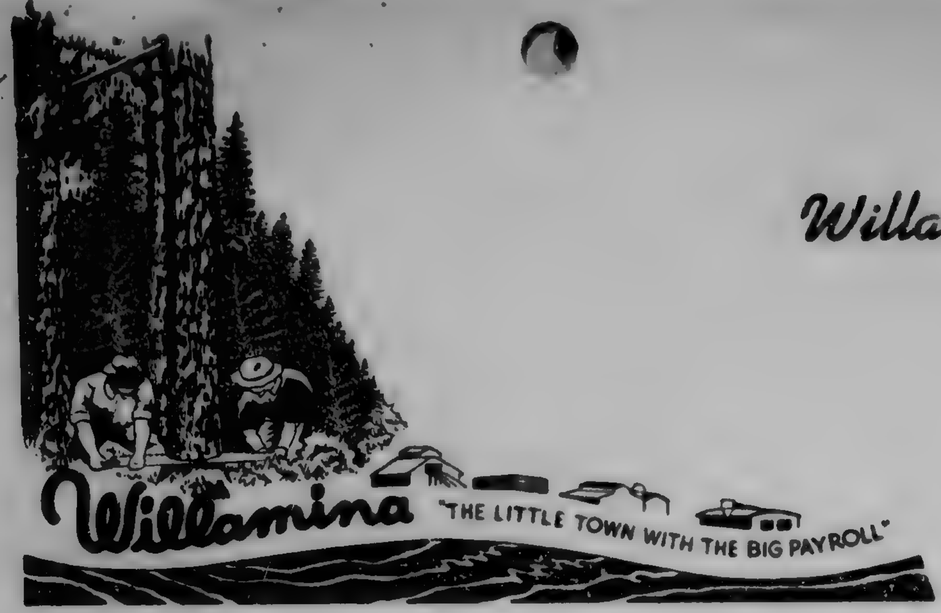
H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

FQ:ehr

cc R. H. Baldock

Baldock or Williams will write to him 5/25.


Willamina
"THE LITTLE TOWN WITH THE BIG PAYROLL"

Willamina Chamber of Commerce

WILLAMINA, OREGON

May 6, 1954

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We would appreciate it if your office could tell us the amount of money spent by the State Highway Commission on improvements to the State Highway and right-of-way within the limits of the City of Willamina during the past twenty years.

Very truly yours,

Allen C. Louden

Allen C. Louden, Chairman
Civic Improvement Committee
Willamina Chamber of Commerce
Willamina, Oregon

ACL/e

RECEIVED
MAY 7 1954
OREGON
STATE HIGHWAY COMMISSION

36-1635
4296

May 3, 1954

Mr. Allen C. Louden, Chairman
Civic Improvement Committee
Willamina Chamber of Commerce
Willamina, Oregon

Dear Mr. Louden:

Thank you for your letter of May 1st stating that your delegation wishes to discuss improvement of the state highway through the City of Willamina.

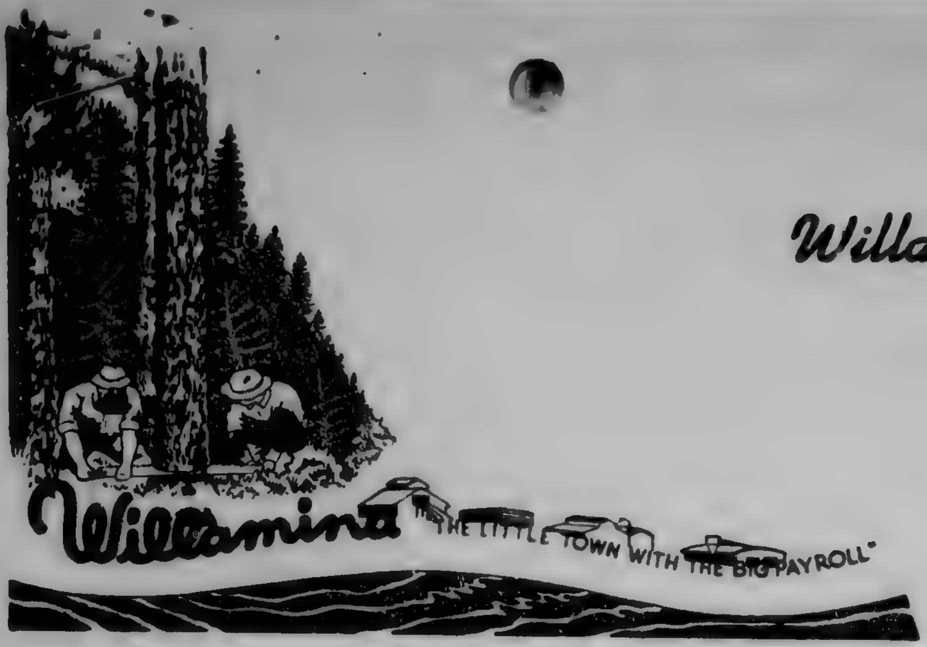
Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

FQ:jme

cc: Commissioners
R. H. Baldock


Willamina
"THE LITTLE TOWN WITH THE BIG PAYROLL"

Willamina Chamber of Commerce

WILLAMINA, OREGON

May 1, 1954

Mr. Floyd Query, Assistant Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Query:

Thank you for your prompt reply to our letter of April 29th and for the time granted at 3:15 p. m. on May 12, 1954. The subject of our visit continues to be the State Highway in the City of Willamina.

Very truly yours,

Allen C. Louden

Allen C. Louden, Chairman
Civic Improvement Committee
Willamina Chamber of Commerce
Willamina, Oregon

RECEIVED
MAY 3 1954
OREGON
STATE HIGHWAY COMMISSION

36-11-5
4276

April 30, 1954

Mr. Allen C. Louden, Chairman
Civic Improvement Committee
Willamina Chamber of Commerce
Willamina, Oregon

Dear Mr. Louden:

We have your letter of April 29, 1954 in which you state that the Board of Directors of the Willamina Chamber of Commerce wish to appear before the State Highway Commission at its next meeting.

Delegations are scheduled to appear before the Commission on May 12, 1954 in the Green Room of the Imperial Hotel in Portland. We will be pleased to allow your group fifteen minutes of time to present your case, beginning at 3:15 p.m.

Although the subject your group wishes to present is not mentioned in your letter, we assume that it has to do with the widening of the state highway street through your city. If you have another matter which you wish to present, it would be much appreciated if we could know its nature so there will be sufficient time to secure information on it.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

By
Floyd Query, Assistant Secretary

FQ:jmc

cc: Commissioners
R. H. Baldock

Willamina
"THE LITTLE TOWN WITH THE BIG PAYROLL"

Willamina Chamber of Commerce

WILLAMINA, OREGON

April 29, 1954

AGENDA
MAY 12 1954

D

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Department
Salem, Oregon

Dear Mr. Glaisyer:

This will acknowledge receipt of your letter of April 13, 1954 regarding action taken by the Commission on the proposal made by our delegation at your meeting in February.

Your letter was the subject of a meeting of the Board of Directors of the Willamina Chamber of Commerce last night. Both the Board and the Chamber as a whole wish to cooperate in every way with the Highway Commission. With this thought in mind, the Board voted to ask for another hearing with the Highway Commission at its next meeting.

Will you be kind enough to let us know how soon we may meet with you?

Very truly yours,

Allen C. Louden
Allen C. Louden
Chairman
Civic Improvement Committee
Willamina Chamber of Commerce

3:15 p.m.
5/12/54

RECEIVED
APR 30 1954
OREGON
STATE HIGHWAY COMMISSION

D

REC[illegible]
FOR FILING

36-1025

.4396

4/1/54
5l-9

April 13, 1954

Mr. Allen C. Louden
Chairman,
Civic Improvement Committee
Willamina Common Council
Willamina, Oregon

Dear Mr. Louden:

Reference is made to previous correspondence and appearance of your delegation before the State Highway Commission at its meeting on February 25th concerning an improvement program which is contemplated by the City of Willamina involving city streets and the Salmon River Highway within the city limits.

You will recall that the Commission on February 25th told you that an engineering study would be made of the improvement of the highway through Willamina without any commitment as to whether or not the work will be done. It was also pointed out to you that future plans of the Commission include the rebuilding of this highway on the location that will by-pass the city of Willamina which raises the question whether the Commission is justified in spending state funds to improve the present route.

The Engineer has made the investigation and reported the findings to the Highway Commission at its meeting on April 1st. The report indicated that it will cost about $65,000 to construct curbs and a full width pavement on the highway route through your city. The Commission deferred action on the matter pending results of a location survey of the proposed by-pass route which the Engineer was authorized to conduct.

I was instructed to inform you of the action taken.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

RECEIVED
MAR [illegible] 1954
FOR FILING

36-11[illegible]

4[illegible]76

51-9

March 26, 1954

Oregon State Highway Commission

Gentlemen:

Item 9 on the Unfinished Business Agenda as of February 25, 1954 refers to a request from a delegation from Willamina for the construction of curbs and full-width pavement on the route of the Salmon River Highway through the city.

The Engineer was instructed to determine the cost and submit a report. Field investigations disclose that the cost of this work would be $65,000.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

FC:js fp

FORM E-30 25M 9-51 83219

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 24, 1954

SUBJECT:

To:

Mr. W. C. Williams
Deputy State Highway Engineer
OFFICE

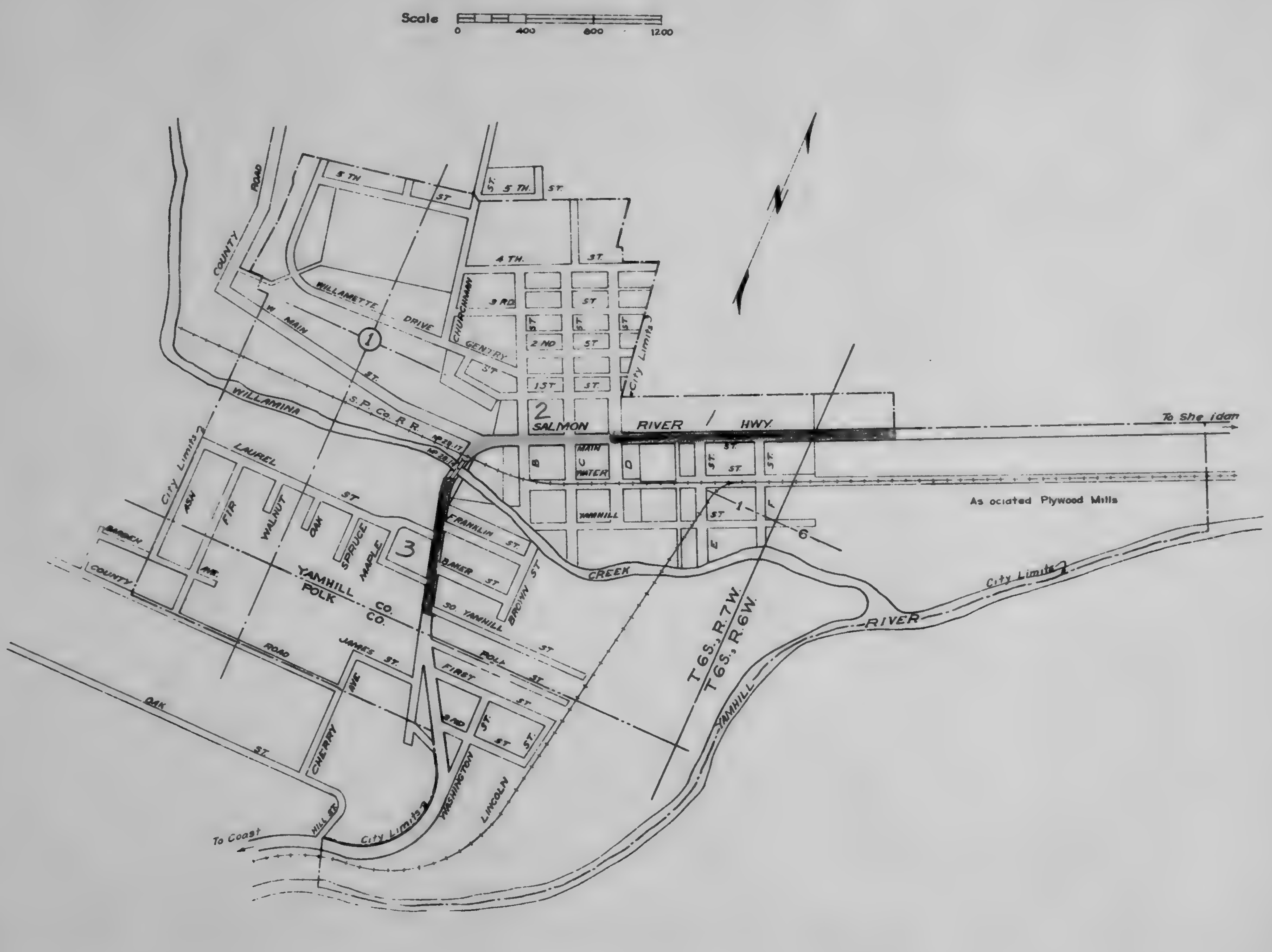
I hand to you herewith copy of an estimate broken into three sections and a map showing the improvement through Willamina.

Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:js

Encl.

WILLAMINA



Rev. 5-21-52

PRELIMINARY COST ESTIMATE FOR PAVEMENT WIDENING in WILLAMINA

Sheet 1 of 2

Salmon River Highway
Yamhill County

SECTION I

East City Limits (Sta. 200+80)
To
West Property Line of "D" Street (Sta. 217+75) - 0.32 Miles

44' Pavement - Surfacing Thickness - 17½" (3½" Asph. Conc.) - Type "C" Curbs

Item No.	Item	Quantity		Allowance	Total	Unit Price	Amount
1.	Structural Excavation, Unclassified	470	cu. yds.	40	510	$ 4.00	$ 2,040.00
2.	General Excavation, Unclassified	2,040	cu. yds.	160	2,200	0.40	880.00
3.	8" Concrete Sewer Pipe	572	lin. ft.	48	620	1.40	868.00
4.	12" Concrete Sewer Pipe	940	lin. ft.	60	1,000	2.00	2,000.00
5.	15" Concrete Sewer Pipe	none					
6.	Type "B" Manholes	3	only	-	3	250.00	750.00
7.	Concrete Catch Basins	14	only	1	15	90.00	1,350.00
8.	Concrete Curbs	151	cu. yds.	9	160	50.00	8,000.00
9.	3" - 0 Crushed Rock in base	2,037	cu. yds.	163	2,200	3.00	6,600.00
10.	3/4" - 0" Crushed Rock in base	235	cu. yds.	20	255	2.50	637.50
11.	3/4" - 0" Material in Binder Course	41	cu. yds.	4	45	3.50	157.50
12.	RC-3 Asphalt in Binder Course	6.5	tons	0.5	7	50.00	350.00
13.	Class "B" Asphaltic Concrete	1278	tons	122	1,400	7.50	10,500.00
							$34,133.00

At Station 204+20, the existing culvert (concrete arch, width- 3' 5", rise- 2' 10", waterway area- 5.75 Sq. Ft.) has been extended through private property at the outfall end with 120 lin. ft. of 24" concrete pipe (waterway area- 3.14 Sq. Ft. This restriction seriously disrupts drainage and should definitely be eliminated before the proposed improvement is undertaken.

We recommend the 24" concrete pipe be replaced with arch type corrugated metal pipe, estimate as follows:

Furnish and Install 43" - 27" Arch Type Corr. Metal Pipe (Asphalt dipped)	120	lin. ft.	at	$13.00	$1,560.00
Structural Excavation	68	cu. yds.	at	4.00	272.00
Salvage 24" Conc. Pipe	120	lin. ft.	at	2.00	240.00
					$2,072 .00

PRELIMINARY COST ESTIMATE
FOR PAVEMENT WIDENING in WILLAMINA

Sheet 2 of 2

Salmon River Highway
Yamhill County

SECTION II

West Property Line of "D" Street (Station 217+75)
To
North End of Willamina Creek Bridge (Station 226+25) 0.16 Miles

Resurface Existing Curbed Section (43' curb to curb) with Asphaltic Concrete - Thickness 1 3/4" (taper to curbs)

Class "B" Asphaltic Concrete
400 Tons at $ 7.50 . . . . $ 3,000.00

SECTION III

South End Willamina Creek Bridge (Sta. 228+00)
To
South Property Line of Yamhill St. (Sta. 236+00) 0.15 Miles

44' Pavement - Surfacing Thickness 17½" (3½" Asph. Conc.) - Type "C" Curbs

Item No.	Item	Quantity		Allowance	Total	Unit Price	Amount
1.	Structural Excavation, Unclassified	300	cu. yd.	30	330	$ 4.00	$ 1,320.00
2.	General Excavation, Unclassified	963	cu. yd.	97	1,060	0.40	424.00
3.	8" Concrete Sewer Pipe	190	lin. ft.	10	200	1.40	280.00
4.	12" Concrete Sewer Pipe	478	lin. ft.	22	500	2.00	1,000.00
5.	15" Concrete Sewer Pipe	325	lin. ft.	15	340	2.75	935.00
6.	Type "B" Manholes	2	only	-	2	250.00	500.00
7.	Concrete Catch Basins	7	only	1	8	90.00	720.00
8.	Concrete Curbs	71	cu. yd.	4	75	50.00	3,750.00
9.	3"-0" Crushed Rock in Base	962	cu. yd.	88	1,050	3.00	3,150.00
10.	3/4"-0" Crushed Rock in Base	111	cu. yd.	9	120	2.50	300.00
11.	3/4"-0" Material in Binder Course	19	cu. yd.	2	21	3.50	73.50
12.	RC-3 Asphalt in Binder Course	3.1	tons	0.4	3.5	50.00	175.00
13.	Class "B" Asphaltic Concrete	603	tons	57	660	7.50	4,950.00
							$ 17,577.50

SUMMARY

Section I	$ 34,133.00
Replace 24" Concrete pipe at Sta. 204+20 with 43" Arch Type Corrugated Metal Pipe	2,072.00
Section II	3,000.00
Section III	17,577.50
Contingencies	2,555.21
Engineering	4,542.60
Total	63,880.31

Use $65,000

RECEIVED
FOR FILING

36-1125

4216

4-9

February 10, 1954

Oregon State Highway Commission

Gentlemen:

A delegation from Willamina will appear before you at the next meeting and request the improvement of the Salmon River Highway through the city of Willamina. By improvement they mean construction of curbs and paving the street to full street width.

The City of Willamina is planning a rather extensive paving project on its residential streets under the Bancroft Act. It has advised our County and City Relations Engineer that people of the city are hesitant to raise funds for off-highway streets when the state highway route is not curbed and paved.

I have no estimate of what it would cost to do the work the delegation will request, but there are two factors of which you should know. One is that the recommended ultimate route of the Salmon River cutoff will by-pass Willamina and not pass through the city at all. The other point is that as far as improving the streets under the Bancroft Act is concerned, I would see no reason why people who happen to front on the highway street should have their streets improved by state funds, whereas residents along off-highway streets must pay the cost. If the City is proposing a large scale Bancroft paving project, it would seem it could include the highway streets as well.

After the delegation has appeared before you, you may advise whether you wish a further study and report on this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith
Mr. J. W. Cattrall

WCW:me fp

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 5, 1954

SUBJECT:

To: Mr. W. C. Williams
OFFICE

NOTED
W. C. WILLIAMS

Attached is a letter from Mr. Allen C. Louden of the City of Willamina and Mr. Baldock's answering letter.

On December 17, 1953, I contacted Mr. Louden who advised that the City of Willamina was planning extensive street improvements under the Bancroft Act, as shown on the attached map. He said the citizens were hesitant about raising funds to curb and pave city streets when the state highway through town was in its present state, and wished to know if the Highway Department would pave the highway from curb to curb through the town.

I advised him that many cities were requesting the same thing and that there was a vague possibility that the highway might be rerouted by Willamina, but if the city desired, they could request an audience with the Commission to present their request.

John W. Cattrall
Engineer, County and City Relations

By H. C. Ayers

H. C. Ayers
Field Engineer

HCA:MM

RECEIVED
FEB 8 1954
OFFICE OF
STATE HIGHWAY ENGINEER

AGENDA
FEB 25 1954

D

February 1, 1954

Mr. Allen C. Louden, Chairman
Civic Improvement Committee
Willamina Common Council
Willamina, Oregon

Dear Mr. Louden:

In your letter of January 30, 1954, which I have just received, you request a hearing before the State Highway Commission at its next meeting to discuss with the Commission an improvement program involving city streets and the Salmon River Highway within the city limits.

The Highway Commission will be pleased to discuss this matter with your group. Its next regular meeting is scheduled to be held in Portland on Wednesday and Thursday, February 24 and 25, 1954. Delegations will be heard on the second day -- Thursday the 25th, on which day I have reserved for your convenience fifteen minutes of time, starting at 11:15 a m , which I trust is satisfactory. The Commission holds its meetings in the Green Room on the first floor of the Imperial Hotel, Broadway at Stark Streets.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
R. H. Baldock

11:15 a.m.
2/25/54

D

RECEIVED

36-1635
4296

WILLAMINA BRANCH
LINCOLN BANK
OF TAFT, OREGON
WILLAMINA, OREGON

January 30, 1954

Mr. H. B. Glayser, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glayser:

Several weeks ago on behalf of the Common Council and the Chamber of Commerce of the City of Willamina, the undersigned wrote your office requesting a hearing before the State Highway Commission. Our letter was referred to your Mr. Harold C. Ayers, Field Engineer who called on us and was given an outline of the program we have in mind for the City.

We have now been advised by Mr. Ayers that we are ready for our hearing. We are therefore, requesting that you grant us some time at an early meeting of the Commission. Thank you.

Very truly yours,

Allen C Louden

Allen C. Louden
Chairman
Civic Improvement Committee

ACL/e
Copy to: Mr. R. H. Baldock, Highway Engineer

12/17/53

John:

As per your verbal assignment, called on Mr. Allen C. Louden re attached letter.

Mr. Louden says the Chamber of Commerce is planning on paving streets in Willamina, using the Bancroft Act. He has marked a city map with the proposed improvement.

His question was: "What will the Highway Department do towards paving the highway from curb to curb"?

He reports the people of the city are hesitant to raise funds for balance of streets when the state highway is in its present condition. Advised him I would advise you of his question, and either write or see him again soon.

H. C. Ayers

He said they desire to get paving completed early in 1954.

HCA

2/1/54
City has sent letter to H. B. Glaisyer requesting spot on Commission.

HCA

RECEIVED

FOR FILING

December 11, 1953

Mr. Allen C. Louden
Willamina Branch, Lincoln
Bank of Taft, Oregon
Willamina, Oregon

Dear Sir:

Receipt is acknowledged of your letter of December 4 regarding the improvement of streets within the city of Willamina. I am referring your question to our County and City Relations Engineer, Mr. John W. Cattrall, with the request that he contact you in the near future. If further questions develop in which I may assist, I will be pleased to hear from you.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. John W. Cattrall

GCH:lg

WILLAMINA BRANCH
LINCOLN BANK
OF TAFT, OREGON
WILLAMINA, OREGON

December 4, 1953

Mr. R. H. Baldock, Sup't
State Highway Department
Salem, Oregon

Dear Mr. Baldock:

The Willamina Chamber of Commerce has appointed the undersigned chairman of a committee to look into the possibility of improving our streets within the City. We would greatly appreciate having an interview with you sometime in the near future. Will you please advise if you can grant us this favor and also the time most convienent to you.

Thank you, we shall look forward to a meeting with you.

Very truly yours,
Allen C. Louden
Allen C. Louden

ACL/e

[illegible] 1953

WILLAMINA BRANCH
LINCOLN BANK
OF TAFT, OREGON

WILLAMINA, OREGON

December 4, 1953

Mr. R. H. Baldock, Sup't
State Highway Department
Salem, Oregon

Dear Mr. Baldock:

The Willamina Chamber of Commerce has appointed the undersigned chairman of a committee to look into the possibility of improving our streets within the City. We would greatly appreciate having an interview with you sometime in the near future. Will you please advise if you can grant us this favor and also the time most convienent to you.

Thank you, we shall look forward to a meeting with you.

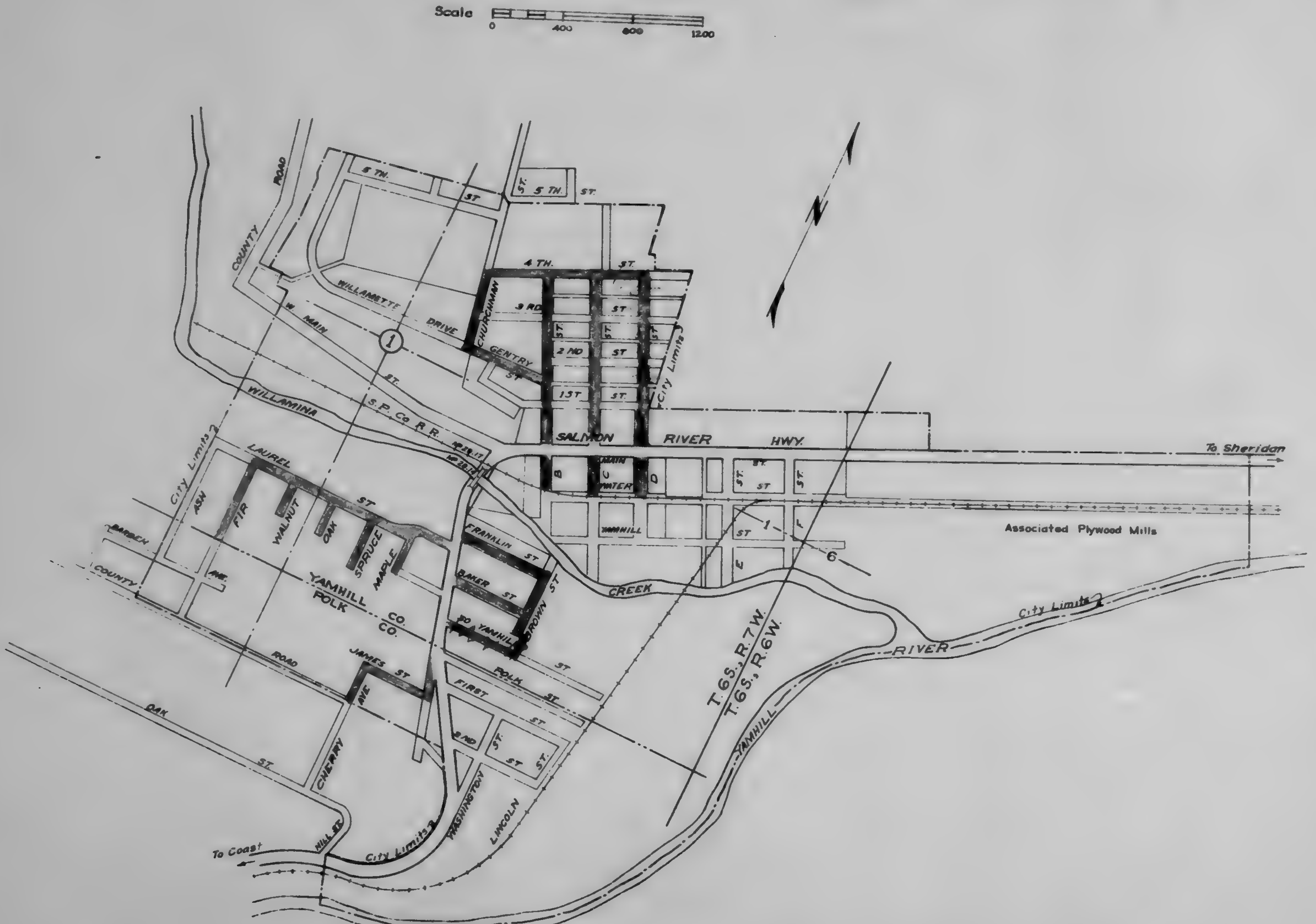
Very truly yours,
Allen C. Louden
Allen C. Louden

ACL/e

RECEIVED
1953

WILLAMINA

▬ - PROJECT 1
▬ - PROJECT 2



Rev. 5-21-52

STATE HIGHWAY COMMISSION MEETING

Delegation Willamina Common Council

Date February 25, 1954

Time 11:15 a.m.

Name	City or Town	Capacity
William Dashney	Willamina	City Attorney
H. A. Parrott	"	businessman C of C
Donald Mitchell	"	" "
Allen C. Louden	"	" "

BFI-161(20) Six Structures on Coast Fork Willamette River-Divide Unit 1954

#4297

FORM E-120 [illegible] REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
AUG 30 1956
FOR FILING

August 29, 1956

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

The State Highway Commission at its meeting held on August 16 had under discussion your request for an extension of time from November 30, 1955 to June 15, 1956 within which to complete your contract No. 4297, covering six structures on the Coast Fork Willamette River-Divide Unit of the Pacific Highway in Lane County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Frank Morgan,
Division Engineer

Robert Ellison,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
AUG 6 1956
FOR FILING

BFI- 161 (20)

4297

[illegible]

Request for extension of time
No. [illegible]
[illegible] and [illegible] meeting

Oregon State Highway Commission

Gentlemen:

Re: Six (6) Structures on Coast Fork
Willamette River-Divide Unit
Contract No. 4297

Tom Lillebo, contractor on the construction of six (6) structures on Coast Fork Willamette River-Divide Unit of the Pacific Highway in Lane County has requested a second extension of time from November [illegible], [illegible] to June 15, 1956, the date of completion of the project.

All work was completed with the exception of placing concrete slope paving, before the expiration of the first time extension. The contractor could not place the slope paving until the embankments at the ends of the bridges had been placed and compacted. The work of placing these embankments was not completed until after the arrival of good weather this spring.

As there has been no inconvenience to the traveling public, it is recommended that this second extension be granted without penalty. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

[illegible]
Deputy State Highway Engineer

[illegible]/rm

Attached

NOTED
M. STEPHENSON

BFI-161(-?)

4297

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 10, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4297	13-Final	Tom Lillebo	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
13709	R-154649	$ 5,981.04	7/10/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: June 30, 1955

Time Extensions: to Nov. 30, 1955

Completion Date: June 15, 1956

Date Accepted: July 12, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 7-18-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: JUL 18 1956

Ruth Rawlings

ED ON CARD

RECEIVED
JUL 2 1956
FOR FILING

[illegible]

[illegible]

June 29, 1956

CERTIFIED MAIL

Glens Falls Insurance Company
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco 4, California

Gentlemen:

State highway contract No. 4297 for work performed on the Coast Fork Willamette River-Divide Unit Section of the Pacific Highway in Lane County was completed by the contractor, Tom Lillebo, on June 15, 1956 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $5,981.04 will be released to the contractor after acceptance by the Commission. The total contract amount is $147,627.48, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - Glens Falls Insurance Company
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

6-29-56
rn

CPR8-1967

Form PR 2 (Revised 1950)

RECEIVED
MAY 1 - 1956
FOR FILING

FI-161(20)
4297

State Oregon

Project No. FI-161(20)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 23rd day of April, 1956, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 19th day of February, 1954, a program, which was approved on the 11th day of March, 1954, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 26th day of April, 1954, and the sum of five hundred fifty-one thousand and 00/100 dollars ($551,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State **Proceeds of bonds as follows:**

(Include date and citation of act of legislature by which authorized)

Authorized by Chapter	Oregon Laws	Amount	Date of Issue	Beginning Date of Maturities
491	1951	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
491	1951	15,000,000	Mar. 1, 1952	Mar. 1, 1953
491	1951	10,000,000	Mar. 1, 1953	Mar. 1, 1954
20	1953	32,000,000	Sept. 1, 1953	Sept. 1, 1954

~~(b) From other sources~~

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between **Stations 462+86 and 1042+19.63, in and near Cottage Grove,**

, length **0.429** miles, in **Lane** County,

being **Oregon** project No. **BFI-161(20)**, consisting of **0.000** miles of roadway and **19** bridges, each of more than 20 feet clear span, **0.429** of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES [illegible] RATA SHARE OF THE COST O[illegible]ID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of

five hundred fifty-one thousand and 00/100

dollars ($551,000.00), which does not exceed the authorized Federal pro rata share of

eight hundred eighty-nine thousand, nine hundred forty-seven and 30/100

dollars ($889,947.30), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority [illegible] the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

RECOMMENDED FOR APPROVAL

STATE HIGHWAY ENGINEER

Attest

SECRETARY

ORECON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Division Engineer,
Bureau of Public Roads.

A4.62

Oregon State Highway Department

Federal Aid Project No.
DFI-161(20)

COAST FORK WILLAMETTE-DIVIDE SECTION
(STRUCTURES) OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 7, 1955

Type Code X121
Oregon Pacific & Eastern Railway Overcrossing (Sta. 739+14.88 to Sta. 740+34.88)
(Contract No. 4198)

40 cu. yds.	Structural Excavation	$ 10.00	$ 400.00
10 cu. yds.	Excavation Below Elevation Shown	10.00	100.00
950 lin. ft.	Furnish Steel Piling	4.10	3,895.00
24 only	Drive Steel Piles	50.00	1,200.00
230 cu. yds.	Class "A" Concrete	62.00	14,260.00
60,000 lbs.	Metal Reinforcement	0.11	6,600.00
110 lin. ft.	8-inch Metal Drain Pipe	3.00	330.00
			$ 26,785.00

Type Code X021
Row River Bridge #7828 (Sta. 663+50 to Sta. 664+30)(Contract No. 4207)

100 cu. yds.	Structural Excavation	$ 6.00	$ 600.00
10 cu. yds.	Excavation Below Elevation Shown	20.00	200.00
180 cu. yds.	Class "A" Concrete	60.00	10,800.00
44,000 lbs.	Metal Reinforcement	0.105	4,620.00
			$ 16,220.00

Type Code X021
Row River Bridge #7871 (Sta. 676+00 to Sta. 678+00)(Contract No. 4207)

All Required	Shoring, Cribbing, Etc.		$ 7,000.00
330 cu. yds.	Structural Excavation	$ 6.00	1,980.00
30 cu. yds.	Excavation Below Elevation Shown	20.00	600.00
250 lin. ft.	Furnish Steel Piling	4.00	1,000.00
8 only	Drive Piles	100.00	800.00
380 cu. yds.	Class "A" Concrete	58.00	22,040.00
86,000 lbs.	Metal Reinforcement	0.105	9,030.00
50 lin. ft.	8-inch Metal Drain Pipe	3.00	150.00
			$ 42,600.00

Type Code X021
Row River Bridge #7829 (Sta. 685+75.42 to Sta. 689+14.58)(Contract No. 4207)

All Required	Shoring, Cribbing, Etc.		$ 8,000.00
500 cu. yds.	Structural Excavation	$ 6.00	3,000.00
50 cu. yds.	Excavation Below Elevation Shown	20.00	1,000.00
370 lin. ft.	Furnish Steel Piling	4.00	1,480.00
12 only	Drive Piles	100.00	1,200.00

850 cu. yds.	Class "A" Concrete	$ 55.00	$ 46,750.00
205,000 lbs.	Metal Reinforcement	0.105	21,525.00
50 lin. ft.	8-inch Metal Drain Pipe	3.00	150.00
			$ 83,105.00

Type Code X221
Main Street Overcrossing (Sta. 747+50.08 to Sta. 749+76.08)(Contract No. 4215)

200 cu. yds.	Structural Excavation	$ 3.00	$ 600.00
20 cu. yds.	Excavation Below Elevation Shown	4.00	80.00
2,100 lin. ft.	Furnish Steel Piling	4.60	9,660.00
48 only	Drive Steel Piles	40.00	1,920.00
500 cu. yds.	Class "A" Concrete	57.00	28,500.00
136,000 lbs.	Metal Reinforcement	0.107	14,552.00
230 lin. ft.	8-inch Metal Drain Pipe	3.00	690.00
			$ 56,002.00

Type Code X221
16th Street Overcrossing (Sta. 769+08.51 to Sta. 770+18.51)(Contract No. 4215)

300 cu. yds.	Structural Excavation	$ 5.00	$ 1,500.00
30 cu. yds.	Excavation Below Elevation Shown	10.00	300.00
240 cu. yds.	Class "A" Concrete	58.00	13,920.00
51,000 lbs.	Metal Reinforcement	0.106	5,406.00
40 lin. ft.	8-inch Metal Drain Pipe	3.00	120.00
			$ 21,246.00

Type Code X221
Taylor Street Overcrossing (Sta. 792+55 to Sta. 793+75)(Contract No. 4215)

130 cu. yds.	Structural Excavation	$ 4.00	$ 520.00
15 cu. yds.	Excavation Below Elevation Shown	6.00	90.00
2,000 lin. ft.	Furnish Treated Timber Piling	1.10	2,200.00
56 only	Drive Timber Piles	40.00	2,240.00
250 cu. yds.	Class "A" Concrete	59.00	14,750.00
59,000 lbs.	Metal Reinforcement	0.106	6,254.00
70 lin. ft.	8-inch Metal Drain Pipe	3.00	210.00
			$ 26,264.00

Type Code X021
Coast Fork Willamette River Bridge (South Crossing)(Sta. 886+05 to Sta. 888+35)
(Contract No. 4216)

All Required	Shoring, Cribbing, Etc.		$ 1,500.00
370 cu. yds.	Structural Excavation	$ 5.00	1,850.00
40 cu. yds.	Excavation Below Elevation Shown	10.00	400.00
580 cu. yds.	Class "A" Concrete	57.00	33,060.00
134,000 lbs.	Metal Reinforcement	0.105	14,070.00
60 lin. ft.	8-inch Metal Drain Pipe	3.50	210.00
			$ 51,090.00

Type Code X221
Woodard Logging Road Overcrossing (Sta.389+58.39 to Sta.391+46.39)(Cont. No.4246)

500 cu. yds.	Structural Excavation	$4.00	$ 2,000.00
50 cu. yds.	Excavation Below Elevation Shown	10.00	500.00
360 lin. ft.	Furnish Steel Piling	4.10	1,476.00
8 only	Drive Steel Piles	60.00	480.00
500 cu. yds.	Class "A" Concrete	56.00	28,000.00
124,000 lbs.	Metal Reinforcement	0.105	13,020.00
120 lin. ft.	8-inch Metal Drain Pipe	3.50	420.00
			$ 45,896.00

Type Code X021
Stalder Slough Bridge (Sta.462+36 to Sta.464+00)(Contract No. 4297)

120 cu. yds.	Structural Excavation	$8.00	$ 960.00
10 cu. yds.	Excavation Below Elevation Shown	15.00	150.00
260 lin. ft.	Furnish Treated Timber Piling	1.15	299.00
10 only	Drive Timber Piles	40.00	400.00
200 cu. yds.	Class "A" Concrete	60.00	12,000.00
51,000 lbs.	Metal Reinforcement	0.113	5,763.00
55 lin. ft.	8-inch Metal Drain Pipe	3.50	192.50
			$ 19,764.50

Type Code X021
Gettings Creek Bridge (Sta.527+43.2 to Sta.530+24.2)(Contract No. 4297)

260 cu. yds.	Structural Excavation	$8.00	$ 2,080.00
30 cu. yds.	Excavation Below Elevation Shown	15.00	450.00
250 lin. ft.	Furnish Steel Piling	5.30	1,325.00
8 only	Drive Steel Piles	75.00	600.00
580 cu. yds.	Class "A" Concrete	60.00	34,800.00
140,000 lbs.	Metal Reinforcement	0.113	15,820.00
			$ 55,075.00

Type Code X021
Channel Change Bridge (Sta.555+60 to Sta. 556+40)(Contract No. 4297)

115 cu. yds.	Structural Excavation	$8.00	$ 920.00
10 cu. yds.	Excavation Below Elevation Shown	15.00	150.00
1,000 lin. ft.	Furnish Treated Timber Piling	1.15	1,150.00
32 only	Drive Timber Piling	40.00	1,280.00
181 cu. yds.	Class "A" Concrete	60.00	10,860.00
40,000 lbs.	Metal Reinforcement	0.113	4,520.00
			$ 18,880.00

Type Code X721
Saginaw Connection Undercrossing (Sta.615+50)(Contract No. 4297)

100 cu. yds.	Structural Excavation	$8.00	$ 800.00
10 cu. yds.	Excavation Below Elevation Shown	15.00	150.00
204 cu. yds.	Class "A" Concrete	60.00	12,240.00
45,000 lbs.	Metal Reinforcement	0.113	5,085.00
80 lin. ft.	8-inch Metal Drain Pipe	3.50	280.00
170 sq. yds.	Concrete Slab Riprap	8.00	1,360.00
			$ 19,915.00

Type Code X221
Cottage Grove Connection Overcrossing (Sta.721+70 to Sta.722+70)(Cont. No. 4297)

90 cu. yds.	Structural Excavation	$8.00	$ 720.00
10 cu. yds.	Excavation Below Elevation Shown	15.00	150.00
290 lin. ft.	Furnish Treated Timber Piling	1.15	333.50
10 only	Drive Timber Piles	40.00	400.00
232 cu. yds.	Class "A" Concrete	60.00	13,920.00
46,000 lbs.	Metal Reinforcement	0.113	5,198.00
75 lin. ft.	8-inch Metal Drain Pipe	3.50	262.50
235 sq. yds.	Concrete Slab Riprap	8.00	1,880.00
			$ 22,864.00

Type Code X521
Cottage Grove Connection Overcrossing (Sta.722+20 ("M" 44+78.41 to "M" 47+54.41))
(Contract No. 4332)

620 cu. yds.	Structural Excavation	$5.00	$ 3,100.00
60 cu. yds.	Excavation Below Elevation Shown	20.00	1,200.00
700 cu. yds.	Class "A" Concrete	60.00	42,000.00
182,000 lbs.	Metal Reinforcement	0.11	20,020.00
570 lin. ft.	Metal Rail	9.35	5,329.50
130 lin. ft.	8-inch Metal Drain Pipe	4.00	520.00
			$ 72,169.50

Type Code X731
London Road Undercrossing (Sta.354+11.23)(Contract No. 4342)

530 cu. yds.	Structural Excavation	$4.00	$ 2,120.00
50 cu. yds.	Excavation Below Elevation Shown	8.00	400.00
540 cu. yds.	Class "A" Concrete	64.00	34,560.00
123,000 lbs.	Metal Reinforcement	0.11	13,530.00
All Required	Structural Steel		19,542.00
All Required	Miscellaneous Metal		1,000.00
640 lin. ft.	Metal Rail	12.00	7,680.00
280 lin. ft.	8-inch Metal Drain Pipe	3.00	840.00
380 sq. yd.	Concrete Riprap	7.00	2,660.00
			$ 82,332.00

Type Code X021
Martin Creek Bridge (Sta. 994+60 to Sta. 995+40)(Contract No. 4342)

330 cu. yds.	Structural Excavation	$ 12.00	$ 3,960.00
30 cu. yds.	Excavation Below Elevation Shown	20.00	600.00
220 cu. yds.	Class "A" Concrete	62.00	13,640.00
45,000 lbs.	Metal Reinforcement	0.12	5,400.00
			$ 23,600.00

Type Code X721
Martin Creek Road Undercrossing (Sta. 1012+22.81)(Contract No. 4342)

230 cu. yds.	Structural Excavation	$ 4.00	$ 920.00
20 cu. yds.	Excavation Below Elevation Shown	5.00	100.00
2,400 lin. ft.	Furnish Treated Timber Piling	0.95	2,280.00
60 only	Drive Timber Piles	35.00	2,100.00
305 cu. yds.	Class "A" Concrete	62.00	18,910.00
76,000 lbs.	Metal Reinforcement	0.11	8,360.00
75 lin. ft.	8-inch Metal Drain Pipe	3.00	225.00
170 sq. yds.	Concrete Slab Riprap	8.00	1,360.00
			$ 34,255.00

Type Code X721
Divide Undercrossing (Sta. Ls-1042+19.63)(Contract No. 4544)

210 cu. yds.	Structural Excavation	$ 7.00	$ 1,470.00
15 cu. yds.	Excavation Below Elevation Shown	7.00	105.00
760 lin. ft.	Furnish 10"-42# Steel Piling	3.50	2,660.00
1,440 lin. ft.	Furnish 12"-53# Steel Piling	4.25	6,120.00
64 only	Drive Steel Piles	60.00	3,840.00
790 cu. yds.	Class "A" Concrete	68.00	53,720.00
175,000 lbs.	Metal Reinforcement	0.115	20,125.00
110 lin. ft.	8-inch Metal Pipe	4.00	440.00
All Required	Remove old Overcrossing		2,500.00
			$ 90,980.00

Subtotal	$809,043.00
10% Engr. & Cont.	80,904.30
	$889,947.30

Length of ~~20~~ 19 Structures 0.429 mile

Federal Funds- -	$551,000.00
State Funds- -	338,947.30
	$889,947.30

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939; Chap. 491, laws 1951; Chap. 20, laws 1953.

State Funds for Maint: Chap. 529, laws 1939

Oregon State Highway Department

Federal Aid Project
No. BFI-161 (20)

COAST FORK WILLAMETTE-DIVIDE SECTION
OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement)

Salem, Oregon, July 23, 1954

Type Code X121
Oregon Pacific & Eastern Railway Overcrossing (Sta. 739+14.88 to St. 740+34.88)
(Contract No. 4198)

40	cu. yd.	Structural Excavation	$ 10.00	$ 400.00
10	cu. yd.	Excavation Below Elevation Shown	10.00	100.00
950	lin. ft.	Furnish Steel Piling	4.10	3,895.00
24	only	Drive Steel Piles	50.00	1,200.00
230	cu. yd.	Class "A" Concrete	62.00	14,260.00
60,000	lbs.	Metal Reinforcement	0.11	6,600.00
110	lin. ft.	8-inch Metal Drain Pipe	3.00	330.00
				$ 26,785.00

Type Code X021
Row River Bridge #7828 (Sta. 663+50 to Sta. 664+30)(Contract No. 4207)

100	cu. yd.	Structural Excavation	$ 6.00	$ 600.00
10	cu. yd.	Excavation Below Elevation Shown	20.00	200.00
180	cu. yd.	Class "A" Concrete	60.00	10,800.00
44,000	lbs.	Metal Reinforcement	0.105	4,620.00
				$ 16,220.00

Type Code X021
Row River Bridge #7871 (Sta. 676+00 to Sta. 678+00)(Contract No. 4207)

All Required		Shoring, Cribbing, Etc.	$	$ 7,000.00
330	cu. yd.	Structural Excavation	6.00	1,980.00
30	cu. yd.	Excavation Below Elevation Shown	20.00	600.00
250	lin. ft.	Furnish Steel Piling	4.00	1,000.00
8	only	Drive Piles	100.00	800.00
380	cu. yd.	Class "A" Concrete	58.00	22,040.00
86,000	lbs.	Metal Reinforcement	0.105	9,030.00
50	lin. ft.	8-inch Metal Drain Pipe	3.00	150.00
				$ 42,600.00

Type Code X021
Row River Bridge #7829 (Sta. 685+75.42 to Sta. 689+14.58)(Contract No. 4207)

All Required		Shoring, Cribbing, Etc.	$	$ 8,000.00
500	cu. yd.	Structural Excavation	6.00	3,000.00

50	cu. yd.	Excavation Below Elevation Shown	$ 20.00	$ 1,000.00
370	lin. ft.	Furnish Steel Piling	4.00	1,480.00
12	only	Drive Piles	100.00	1,200.00
850	cu. yd.	Class "A" Concrete	55.00	46,750.00
205,000	lbs.	Metal Reinforcement	0.105	21,525.00
50	lin. ft.	8-inch Metal Drain Pipe	3.00	150.00
				$ 83,105.00

Type Code X221
Main Street Overcrossing (Sta. 747+50.08 to Sta. 749+76.08)(Contract No. 4215)

200	cu. yd.	Structural Excavation	$ 3.00	$ 600.00
20	cu. yd.	Excavation Below Elevation Shown	4.00	80.00
2,100	lin. ft.	Furnish Steel Piling	4.60	9,660.00
48	only	Drive Steel Piles	40.00	1,920.00
500	cu. yd.	Class "A" Concrete	57.00	28,500.00
136,000	lbs.	Metal Reinforcement	0.107	14,552.00
230	lin. ft.	8-inch Metal Drain Pipe	3.00	690.00
				$ 56,002.00

Type Code X221
16th Street Overcrossing (Sta. 769+08.51 to Sta. 770+18.50)(Contract No. 4215)

300	cu. yd.	Structural Excavation	$ 5.00	$ 1,500.00
30	cu. yd.	Excavation Below Elevation Shown	10.00	300.00
240	cu. yd.	Class "A" Concrete	58.00	13,920.00
51,000	lbs.	Metal Reinforcement	0.106	5,406.00
40	lin. ft.	8-inch Metal Drain Pipe	3.00	120.00
				$ 21,246.00

Type Code X221
Taylor Street Overcrossing (S.a. 792+55 to Sta. 793+75)(Contract No. 4215)

130	cu. yd.	Strustural Excavation	$ 4.00	$ 520.00
15	cu. yd.	Excavation Below Elevation Shown	6.00	90.00
2,000	lin. ft.	Furnish Treated Timber Piling	1.10	2,200.00
56	only	Drive Timber Piles	40.00	2,240.00
250	cu. yd.	Class "A" Concrete	59.00	14,750.00
59,000	lbs.	Metal Reinforcement	0.106	6,254.00
70	lin. ft.	8-inch Metal Drain Pipe	3.00	210.00
				$ 26,264.00

Type Code X221
Coast Fork Willamette River Bridge (South Crossing)(Sta. 886+05 to 888+35)

All Required		Shoring, Cribbing, Etc.	$	$ 3,000.00
370	cu. yd.	Structural Excavation	6.00	2,220.00
40	cu. yd.	Excavation Below Elevation Shown	10.00	400.00
580	cu. yd.	Class "A" Concrete	60.00	34,800.00
134,000	lbs.	Metal Reinforcement	0.11	14,740.00

60	lin. ft.	8-inch Metal Drain Pipe	$ 4.00	$ 240.00
				$ 55,400.00

Type Code X221

Woodard Logging Road Overcrossing (Sta. 889+58.89 to Sta. 891+46.89)

500	cu. yd.	Structural Excavation	$ 6.00	$ 3,000.00
50	cu. yd.	Excavation Below Elevation Shown	10.00	500.00
360	lin. ft.	Furnish Steel Piling	4.60	1,656.00
8	only	Drive Steel Piles	80.00	640.00
500	cu. yd.	Class "A" Concrete	60.00	30,000.00
124,000	lbs.	Metal Reinforcement	0.11	13,640.00
120	lin. ft.	8-inch Metal Drain Pipe	4.00	480.00
				$ 49,916.00

Subtotal	$377,538.00
10% Engr. & Cont.	37,753.80
Total	$415,291.80

Length of 9 Structures 0.305 mile

Federal Funds	$257,000.00
State Funds	158,291.80
	$415,291.80

Oregon State Highway Department

Federal Aid Project
No. BFI-161 (20)

COAST FORK WILLAMETTE-DIVIDE SECTION
OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 21, 1954

Type Code X121
Oregon Pacific & Eastern Railway Overcrossing
(Sta. 739+14.88 to Sta. 740+34.88)

40	cu. yds.	Structural Excavation	$10.00	$ 400.00
10	cu. yds.	Excavation Below Elevation Shown	12.00	120.00
950	lin. ft.	Furnish Steel Piling	5.00	4,750.00
24	only	Drive Steel Piles	60.00	1,440.00
230	cu. yds.	Class "A" Concrete	75.00	17,250.00
60,000	lbs.	Metal Reinforcement	0.115	6,900.00
110	lin. ft.	8-inch Metal Drain Pipe	4.00	440.00
			Subtotal	$31,300.00
			10% Engr. & Cont.	3,130.00
			Total	$34,430.00

Length of Structure 0.023 mile

Federal Funds- -$21,000.00
State Funds- 13,430.00

$34,430.00

Oregon State Highway Department

Federal Aid Project
No. BFI-161 (20)

COAST FORK WILLAMETTE-DIVIDE SECTION
OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 7, 1954

Type Code X121
Oregon Pacific & Eastern Railway Overcrossing (Sta. 739+14.88 to Sta. 740+34.88) (Contract No. 4198)

40 cu. yd.	Structural Excavation	$10.00	$ 400.00
10 cu. yd.	Excavation Below Elevation Shown	10.00	100.00
950 lin. ft.	Furnish Steel Piling	4.10	3,895.00
24 only	Drive Steel Piles	50.00	1,200.00
230 cu. yd.	Class "A" Concrete	62.00	14,260.00
60,000 lbs.	Metal Reinforcement	0.11	6,600.00
110 lin. ft.	8-inch Metal Drain Pipe	3.00	330.00
			$26,785.00

Type Code X021
Row River Bridge #7828 (Sta. 663+50 to Sta. 664+30)

100 cu. yd.	Structural Excavation	$10.00	$ 1,000.00
10 cu. yd.	Excavation Below Elevation Shown	12.00	120.00
180 cu. yd.	Class "A" Concrete	60.00	10,800.00
44,000 lbs.	Metal Reinforcement	0.115	5,060.00
			$16,980.00

Type Code X021
Row River Bridge #7871 (Sta. 676+00 to Sta. 678+00)

All Required	Shoring, Cribbing, Etc.		$ 9,000.00
330 cu. yd.	Structural Excavation	$ 6.00	1,980.00
30 cu. yd.	Excavation Below Elevation Shown	10.00	300.00
250 lin. ft.	Furnish Steel Piling	5.00	1,250.00
8 only	Drive Piles	80.00	640.00
380 cu. yd.	Class "A" Concrete	60.00	22,800.00
86,000 lbs.	Metal Reinforcement	0.115	9,890.00
50 lin. ft.	8-inch Metal Drain Pipe	4.00	200.00
			$46,060.00

Type Code X021
Bow River Bridge #7829 (Sta. 685+75.42 to Sta. 689+14.58)

All Required	Shoring, Cribbing, Etc.		$12,000.00
500 cu. yd.	Structural Excavation	$ 6.00	3,000.00
50 cu. yd.	Excavation Below Elevation Shown	10.00	500.00
370 lin. ft.	Furnish Steel Piling	5.00	1,850.00
12 only	Drive Piles	80.00	960.00
850 cu. yd.	Class "A" Concrete	62.00	52,700.00
205,000 lbs.	Metal Reinforcement	0.115	23,575.00
50 lin. ft.	8-inch Metal Drain Pipe	4.00	200.00
			$94,785.00

Type Code X221
Main Street Overcrossing (Sta. 747+50.08 to Sta. 749+76.08)

200 cu. yd.	Structural Excavation	$ 6.00	$ 1,200.00
20 cu. yd.	Excavation Below Elevation Shown	10.00	200.00
2,100 lin. ft.	Furnish Steel Piling	5.20	10,920.00
48 only	Drive Steel Piles	55.00	2,640.00
500 cu. yd.	Class "A" Concrete	62.00	31,000.00
136,000 lbs.	Metal Reinforcement	0.11	14,960.00
230 lin. ft.	8-inch Metal Drain Pipe	4.00	920.00
			$61,840.00

Type Code X221
16th Street Overcrossing (Sta. 769+08.51 to Sta. 770+18.51)

300 cu. yd.	Structural Excavation	$ 6.00	$ 1,800.00
30 cu. yd.	Excavation Below Elevation Shown	10.00	300.00
240 cu. yd.	Class "A" Concrete	63.00	15,120.00
51,000 lbs.	Metal Reinforcement	0.11	5,610.00
40 lin. ft.	8-inch Metal Drain Pipe	4.00	160.00
			$22,990.00

Type Code X221
Taylor Street Overcrossing (Sta. 792+55 to Sta. 793+75)

130 cu. yd.	Structural Excavation	$ 6.00	$ 780.00
15 cu. yd.	Excavation Below Elevation Shown	10.00	150.00
2,000 lin. ft.	Furnish Treated Timber Piling	1.00	2,000.00
56 only	Drive Timber Piles	55.00	3,080.00
250 cu. yd.	Class "A" Concrete	63.00	15,750.00
59,000 lbs.	Metal Reinforcement	0.11	6,490.00
70 lin. ft.	8-inch Metal Drain Pipe	4.00	280.00
			$28,530.00

Subtotal	$297,970.00
10% Engr. & Cont.	29,797.00
Total	$327,767.00

Length of 7 Structures 0.226 mile

Federal Funds	$203,000.00
State Funds	124,767.00
	$327,767.00

Oregon State Highway Department

Federal Aid Project
No. BFI-161 (20)

COAST FORK WILLAMETTE-DIVIDE SECTION
OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 8, 1954

Type Code X121
Oregon Pacific & Eastern Railway Overcrossing (Sta. 739+14.88 to Sta. 740+34.88)
(Contract No. 4198)

40	cu. yds.	Structural Excavation	$ 10.00	$ 400.00
10	cu. yds.	Excavation Below Elevation Shown	10.00	100.00
950	lin. ft.	Furnish Steel Piling	4.10	3,895.00
24	only	Drive Steel Piles	50.00	1,200.00
230	cu. yds.	Class "A" Concrete	62.00	14,260.00
60,000	lbs.	Metal Reinforcement	0.11	6,600.00
110	lin. ft.	8-inch Metal Drain Pipe	3.00	330.00
				$ 26,785.00

Type Code X021
Row River Bridge #7828 (Sta. 663+50 to Sta. 664+30)
(Contract No. 4207)

100	cu. yds.	Structural Excavation	$ 6.00	$ 600.00
10	cu. yds.	Excavation Below Elevation Shown	20.00	200.00
180	cu. yds.	Class "A" Concrete	60.00	10,800.00
44,000	lbs.	Metal Reinforcement	0.105	4,620.00
				$ 16,220.00

Type Code X021
Row River Bridge #7871 (Sta. 676+00 to Sta. 678+00)
(Contract No. 4207)

All Required		Shoring, Cribbing, Etc.		$ 7,000.00
330	cu. yds.	Structural Excavation	$ 6.00	1,980.00
30	cu. yds.	Excavation Below Elevation Shown	20.00	600.00
250	lin. ft.	Furnish Steel Piling	4.00	1,000.00
8	only	Drive Piles	100.00	800.00
380	cu. yds.	Class "A" Concrete	58.00	22,040.00
86,000	lbs.	Metal Reinforcement	0.105	9,030.00
50	lin. ft.	8-inch Metal Drain Pipe	3.00	150.00
				$ 42,600.00

Type Code X021
Row River Bridge #7829 (Sta. 685+75.42 to Sta. 689+14.58)
(Contract No. 4207)

All Required		Shoring, Cribbing, Etc.		$ 8,000.00
500	cu. yds.	Structural Excavation	$ 6.00	3,000.00
50	cu. yds.	Excavation Below Elevation Shown	20.00	1,000.00
370	lin. ft.	Furnish Steel Piling	4.00	1,480.00
12	only	Drive Piles	100.00	1,200.00
850	cu. yds.	Class "A" Concrete	55.00	46,750.00
205,000	lbs.	Metal Reinforcement	0.105	21,525.00
50	lin. ft.	8-inch Metal Drain Pipe	3.00	150.00
				$ 83,105.00

Type Code X221
Main Street Overcrossing (Sta. 747+50.08 to Sta. 749+76.08)
(Contract No. 4215)

200	cu. yds.	Structural Excavation	$ 3.00	$ 600.00
20	cu. yds.	Excavation Below Elevation Shown	4.00	80.00
2,100	lin. ft.	Furnish Steel Piling	4.60	9,660.00
48	only	Drive Steel Piles	40.00	1,920.00
500	cu. yds.	Class "A" Concrete	57.00	28,500.00
136,000	lbs.	Metal Reinforcement	0.107	14,552.00
230	lin. ft.	8-inch Metal Drain Pipe	3.00	690.00
				$ 56,002.00

Type Code X221
16th Street Overcrossing (Sta. 769+08.51 to Sta. 770+18.51)
(Contract No. 4215)

300	cu. yds.	Structural Excavation	$ 5.00	$ 1,500.00
30	cu. yds.	Excavation Below Elevation Shown	10.00	300.00
240	cu. yds.	Class "A" Concrete	58.00	13,920.00
51,000	lbs.	Metal Reinforcement	0.106	5,406.00
40	lin. ft.	8-inch Metal Drain Pipe	3.00	120.00
				$ 21,246.00

Type Code X221
Taylor Street Overcrossing (Sta. 792+55 to 793+75)
(Contract No. 4215)

130	cu. yds.	Structural Excavation	$ 4.00	$ 520.00
15	cu. yds.	Excavation Below Elevation Shown	6.00	90.00
2,000	lin. ft.	Furnish Treated Timber Piling	1.10	2,200.00
56	only	Drive Timber Piles	40.00	2,240.00
250	cu. yds.	Class "A" Concrete	59.00	14,750.00
59,000	lbs.	Metal Reinforcement	0.106	6,254.00
70	lin. ft.	8-inch Metal Drain Pipe	3.00	210.00
				$ 26,264.00

02

Type Code X221
Coast Fork Willamette River Bridge (South Crossing) (Sta. 886+05 to 888+35)
(Contract No. 4246)

All Required		Shoring, Cribbing, Etc.		$ 1,500.00
370	cu. yds.	Structural Excavation	$ 5.00	1,850.00
40	cu. yds.	Excavation Below Elevation Shown	10.00	400.00
580	cu. yds.	Class "A" Concrete	57.00	33,060.00
134,000	lbs.	Metal Reinforcement	0.105	14,070.00
60	lin. ft.	8-inch Metal Drain Pipe	3.50	210.00
				$ 51,090.00

Type Code X221
Woodard Logging Road Overcrossing (Sta. 889+58.89 to 891+46.89)
(Contract No. 4246)

500	cu. yds.	Structural Excavation	$ 4.00	$ 2,000.00
50	cu. yds.	Excavation Below Elevation Shown	10.00	500.00
360	lin. ft.	Furnish Steel Piling	4.10	1,476.00
8	only	Drive Steel Piles	60.00	480.00
500	cu. yds.	Class "A" Concrete	56.00	28,000.00
124,000	lbs.	Metal Reinforcement	0.105	13,020.00
120	lin. ft.	8-inch Metal Drain Pipe	3.50	420.00
				$ 45,896.00

Type Code X021
Stalder Slough Bridge (Sta. 462+86 to Sta. 464+00)

120	cu. yds.	Structural Excavation	$ 5.00	$ 600.00
10	cu. yds.	Excavation Below Elevation Shown	10.00	100.00
260	lin. ft.	Furnish Treated Timber Piling	1.20	312.00
10	only	Drive Timber Piles	50.00	500.00
200	cu. yds.	Class "A" Concrete	60.00	12,000.00
51,000	lbs.	Metal Reinforcement	0.11	5,610.00
55	lin. ft.	8-inch Metal Drain Pipe	4.00	220.00
				$ 19,342.00

Type Code X021
Gettings Creek Bridge (Sta. 527+43.2 to Sta. 530+24.2)

260	cu. yds.	Structural Excavation	$ 5.00	$ 1,300.00
30	cu. yds.	Excavation Below Elevation Shown	10.00	300.00
250	lin. ft.	Furnish Steel Piling	6.50	1,625.00
8	only	Drive Steel Piles	70.00	560.00
580	cu. yds.	Class "A" Concrete	60.00	34,800.00
140,000	lbs.	Metal Reinforcement	0.11	15,400.00
				$ 53,985.00

Type Code X021
Channel Change Bridge (Sta. 555+60 to Sta. 556+40)

115	cu. yds.	Structural Excavation	$ 5.00	$ 575.00
10	cu. yds.	Excavation Below Elevation Shown	10.00	100.00
1,000	lin. ft.	Furnish Treated Timber Piling	1.20	1,200.00
32	only	Drive Timber Piling	50.00	1,600.00
181	cu. yds.	Class "A" Concrete	60.00	10,860.00
40,000	lbs.	Metal Reinforcement	0.11	4,400.00
				$ 18,735.00

Type Code X721
Wright Farm Road Undercrossing (Sta. 563+00)

60	cu. yds.	Structural Excavation	$ 5.00	$ 300.00
10	cu. yds.	Excavation Below Elevation Shown	10.00	100.00
2,200	lin. ft.	Furnish Treated Timber Piling	1.20	2,640.00
42	only	Drive Timber Piles	50.00	2,100.00
113	cu. yds.	Class "A" Concrete	60.00	6,780.00
28,000	lbs.	Metal Reinforcement	0.11	3,080.00
210	lin. ft.	Pipe Rail	2.60	546.00
100	lin. ft.	8-inch Metal Drain Pipe	4.00	400.00
125	sq. yds.	Concrete Slab Riprap	8.00	1,000.00
				$ 16,946.00

Type Code X721
Saginaw Connection Undercrossing (Sta. 615+50)

100	cu. yds.	Structural Excavation	$ 5.00	$ 500.00
10	cu. yds.	Excavation Below Elevation Shown	10.00	100.00
204	cu. yds.	Class "A" Concrete	60.00	12,240.00
45,000	lbs.	Metal Reinforcement	0.11	4,950.00
80	lin. ft.	8-inch Metal Drain Pipe	4.00	320.00
170	sq. yds.	Concrete Slab Riprap	8.00	1,360.00
				$ 19,470.00

Type Code X221
Cottage Grove Connection Overcrossing (Sta. 721+70 to Sta. 722+70)

90	cu. yds.	Structural Excavation	$ 5.00	$ 450.00
10	cu. yds.	Excavation Below Elevation Shown	10.00	100.00
290	lin. ft.	Furnish Treated Timber Piling	1.20	348.00
10	only	Drive Timber Piles	50.00	500.00
232	cu. yds.	Class "A" Concrete	60.00	13,920.00
46,000	lbs.	Metal Reinforcement	0.11	5,060.00
75	lin. ft.	8-inch Metal Drain Pipe	4.00	300.00
235	sq. yds.	Concrete Slab Riprap	8.00	1,880.00
				$ 22,558.00

Subtotal	$520,244.00
10% Engr. & Cont.	52,024.40
Total	$572,268.40

Length of 15 Structures 0.414 mile

Federal Funds	$354,000.00
State Funds	218,268.40
	$572,268.40

Oregon State Highway Department

Federal Aid Project
No. BFI-161 (20)

COAST FORK WILLAMETTE-DIVIDE SECTION
OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 19, 1954

Type Code X121
Oregon Pacific & Eastern Railway Overcrossing (Sta. 739+14.88 to Sta. 740+34.88)
(Contract No. 4198)

40 cu. yds.	Structural Excavation	$10.00	$ 400.00
10 cu. yds.	Excavation Below Elevation Shown	10.00	100.00
950 lin. ft.	Furnish Steel Piling	4.10	3,895.00
24 only	Drive Steel Piles	50.00	1,200.00
230 cu. yds.	Class "A" Concrete	62.00	14,260.00
60,000 lbs.	Metal Reinforcement	0.11	6,600.00
110 lin. ft.	8-inch Metal Drain Pipe	3.00	330.00
			$ 26,785.00

Type Code X021
Row River Bridge #7828 (Sta. 663+50 to Sta. 664+30)(Contract No. 4207)

100 cu. yds.	Structural Excavation	$ 6.00	$ 600.00
10 cu. yds.	Excavation Below Elevation Shown	20.00	200.00
180 cu. yds.	Class "A" Concrete	60.00	10,800.00
44,000 lbs.	Metal Reinforcement	0.105	4,620.00
			$ 16,220.00

Type Code X021
Row River Bridge #7871 (Sta. 676+00 to Sta. 678+00)(Contract No. 4207)

All Required	Shoring, Cribbing, Etc.		$ 7,000.00
330 cu. yds.	Structural Excavation	$ 6.00	1,980.00
30 cu. yds.	Excavation Below Elevation Shown	20.00	600.00
250 lin. ft.	Furnish Steel Piling	4.00	1,000.00
8 only	Drive Piles	100.00	800.00
380 cu. yds.	Class "A" Concrete	58.00	22,040.00
86,000 lbs.	Metal Reinforcement	0.105	9,030.00
50 lin. ft.	8-inch Metal Drain Pipe	3.00	150.00
			$42,600.00

Type Code X021
Row River Bridge #7829 (Sta. 685+75.42 to Sta. 689+14.58)(Contract No. 4207)

All Required	Shoring, Cribbing, Etc.		$ 8,000.00
500 cu. yds.	Structural Excavation	$ 6.00	3,000.00
50 cu. yds.	Excavation Below Elevation Shown	20.00	1,000.00
370 lin. ft.	Furnish Steel Piling	4.00	1,480.00

12 only	Drive Piles	$100.00	$ 1,200.00
850 cu. yds.	Class "A" Concrete	55.00	46,750.00
205,000 lbs.	Metal Reinforcement	0.105	21,525.00
50 lin. ft.	8-inch Metal Drain Pipe	3.00	150.00
			$ 83,105.00

Type Code X221
Main Street Overcrossing (Sta. 747+50.08 to Sta. 749+76.08)(Contract No. 4215)

200 cu. yds.	Structural Excavation	$ 3.00	$ 600.00
20 cu. yds.	Excavation Below Elevation Shown	4.00	80.00
2,100 lin. ft.	Furnish Steel Piling	4.60	9,660.00
48 only	Drive Steel Piles	40.00	1,920.00
500 cu. yds.	Class "A" Concrete	57.00	28,500.00
136,000 lbs.	Metal Reinforcement	0.107	14,552.00
230 lin. ft.	8-inch Metal Drain Pipe	3.00	690.00
			$ 56,002.00

Type Code X221
16th Street Overcrossing (Sta. 769+08.51 to Sta. 770+18.51)(Contract No. 4215)

300 cu. yds.	Structural Excavation	$ 5.00	$ 1,500.00
30 cu. yds.	Excavation Below Elevation Shown	10.00	300.00
240 cu. yds.	Class "A" Concrete	58.00	13,920.00
51,000 lbs.	Metal Reinforcement	0.106	5,406.00
40 lin. ft.	8-inch Metal Drain Pipe	3.00	120.00
			$ 21,246.00

Type Code X221
Taylor Street Overcrossing (Sta. 792+55 to 793+75)(Contract No. 4215)

130 cu. yds.	Structural Excavation	$ 4.00	$ 520.00
15 cu. yds.	Excavation Below Elevation Shown	6.00	90.00
2,000 lin. ft.	Furnish Treated Timber Piling	1.10	2,200.00
56 only	Drive Timber Piles	40.00	2,240.00
250 cu. yds.	Class "A" Concrete	59.00	14,750.00
59,000 lbs.	Metal Reinforcement	0.106	6,254.00
70 lin. ft.	8-inch Metal Drain Pipe	3.00	210.00
			$ 26,264.00

Type Code X021
Coast Fork Willamette River Bridge (South Crossing)(Sta. 886+05 to 888+35)
(Contract No. 4246)

All Required	Shoring, Cribbing, Etc.		$ 1,500.00
370 cu. yd.	Structural Excavation	$ 5.00	1,850.00
40 cu. yds.	Excavation Below Elevation Shown	10.00	400.00
580 cu. yds.	Class "A" Concrete	57.00	33,060.00
134,000 lbs.	Metal Reinforcement	0.105	14,070.00
60 lin. ft.	8-inch Metal Drain Pipe	3.50	210.00
			$ 51,090.00

Type Code X221
Woodard Logging Road Overcrossing (Sta. 889+58.89 to Sta. 891+46.89)(Contract No. 4246)

500 cu. yds.	Structural Excavation	$ 4.00	$ 2,000.00

50 cu. yds.	Excavation Below Elevation Shown	10.00	500.00
360 lin. ft.	Furnish Steel Piling	4.10	1,476.00
8 only	Drive Steel Piles	60.00	480.00
500 cu. yds.	Class "A" Concrete	56.00	28,000.00
124,000 lbs.	Metal Reinforcement	0.105	13,020.00
120 lin. ft.	8-inch Metal Drain Pipe	3.50	420.00
			$ 45,896.00

Type Code X021
Stalder Slough Bridge (Sta. 462+86 to Sta. 464+00)(Contract No. 4297)

120 cu. yds.	Structural Excavation	$ 8.00	$ 960.00
10 cu. yds.	Excavation Below Elevation Shown	15.00	150.00
260 lin. ft.	Furnish Treated Timber Piling	1.15	299.00
10 only	Drive Timber Piles	40.00	400.00
200 cu. yds.	Class "A" Concrete	60.00	12,000.00
51,000 lbs.	Metal Reinforcement	0.113	5,763.00
55 lin. ft.	8-inch Metal Drain Pipe	3.50	192.50
			$ 19,764.50

Type Code X021
Gettings Creek Bridge (Sta. 527+43.2 to Sta. 530+24.2)(Contract No. 4297)

260 cu. yds.	Structural Excavation	$ 8.00	$ 2,080.00
30 cu. yds.	Excavation Below Elevation Shown	15.00	450.00
250 lin. ft.	Furnish Steel Piling	5.30	1,325.00
8 only	Drive Steel Piles	75.00	600.00
580 cu. yds.	Class "A" Concrete	60.00	34,800.00
140,000 lbs.	Metal Reinforcement	0.113	15,820.00
			$ 55,075.00

Type Code X021
Channel Change Bridge (Sta. 555+60 to Sta. 556+40)(Contract No. 4297)

115 cu. yds.	Structural Excavation	$ 8.00	$ 920.00
10 cu. yds.	Excavation Below Elevation Shown	15.00	150.00
1,000 lin. ft.	Furnish Treated Timber Piling	1.15	1,150.00
32 only	Drive Timber Piling	40.00	1,280.00
181 cu. yds.	Class "A" Concrete	60.00	10,860.00
40,000 lbs.	Metal Reinforcement	0.113	4,520.00
			$ 18,880.00

Type Code X721
Wright Farm Road Undercrossing (Sta. 563+00)(Contract No. 4297)

60 cu. yds.	Structural Excavation	$ 8.00	$ 480.00
10 cu. yds.	Excavation Below Elevation Shown	15.00	150.00
2,200 lin. ft.	Furnish Treated Timber Piling	1.15	2,530.00
42 only	Drive Timber Piles	40.00	1,680.00
113 cu. yds.	Class "A" Concrete	60.00	6,780.00
28,000 lbs.	Metal Reinforcement	0.113	3,164.00
210 lin. ft.	Pipe Rail	4.00	840.00
100 lin. ft.	8-inch Metal Drain Pipe	3.50	350.00
125 sq. yds.	Concrete Slab Riprap	8.00	1,000.00
			$ 16,974.00

Type Code X721
Saginaw Connection Undercrossing (Sta. 615+50)(Contract No. 4297)

100 cu. yds.	Structural Excavation	$ 8.00	$ 800.00
10 cu. yds.	Excavation Below Elevation Shown	15.00	150.00
204 cu. yds.	Class "A" Concrete	60.00	12,240.00
45,000 lbs.	Metal Reinforcement	0.113	5,085.00
80 lin. ft.	8-inch Metal Drain Pipe	3.50	280.00
170 sq. yds.	Concrete Slab Riprap	8.00	1,360.00
			$ 19,915.00

Type Code X221
Cottage Grove Connection Overcrossing (Sta. 721+70 to Sta. 722+70)(Contract No. 4297)

90 cu. yds.	Structural Excavation	$ 8.00	$ 720.00
10 cu. yds.	Excavation Below Elevation Shown	15.00	150.00
290 lin. ft.	Furnish Treated Timber Piling	1.15	333.50
10 only	Drive Timber Piles	40.00	400.00
232 cu. yds.	Class "A" Concrete	60.00	13,920.00
46,000 lbs.	Metal Reinforcement	0.113	5,198.00
75 lin. ft.	8-inch Metal Drain Pipe	3.50	262.50
235 sq. yds.	Concrete Slab Riprap	8.00	1,880.00
			$ 22,864.00

Type Code X521
Cottage Grove Connection Overcrossing (Sta. 722+20 ("M" 44+78.41 to "M" 47+54.41))

620 cu. yds.	Structural Excavation	$ 4.00	$ 2,480.00
60 cu. yds.	Excavation Below Elevation Shown	5.00	300.00
700 cu. yds.	Class "A" Concrete	60.00	42,000.00
182,000 lbs.	Metal Reinforcement	0.11	20,020.00
570 lin. ft.	Metal Rail	12.00	6,840.00
130 lin. ft.	8-inch Metal Drain Pipe	3.00	390.00
			$ 72,030.00

Subtotal	$594,710.50
10% Engr. & Cont.	59,471.05
Total	$654,181.55

Length of 16 Structures 0.414 mile

Federal Funds	$405,000.00
State Funds	249,181.55
	$654,181.55

Oregon State Highway Department

Federal Aid Project
No. HFI-16(20)

COAST FORK WILLAMETTE-DIVIDE SECTION

OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 4, 1955

Type Code X121
Oregon Pacific & Eastern Railway Overcrossing (Sta. 739+14.88 to Sta. 740+34.88)
(Contract No. 4198)

40 cu.yd.	Structural Excavation	$ 10.00	$ 400.00
10 cu.yd.	Excavation Below Elevation Shown	10.00	100.00
950 lin.ft.	Furnish Steel Piling	4.10	3,895.00
24 only	Drive Steel Piles	50.00	1,200.00
230 cu.yd.	Class "A" Concrete	62.00	14,260.00
60,000 lbs.	Metal Reinforcement	0.11	6,600.00
110 lin.ft.	8-inch Metal Drain Pipe	3.00	330.00
			$ 26,785.00

Type Code X021
Row River Bridge #7828 (Sta. 663+50 to Sta. 664+30)(Contract No. 4207)

100 cu.yd.	Structural Excavation	$ 6.00	$ 600.00
10 cu.yd.	Excavation Below Elevation Shown	20.00	200.00
180 cu.yd.	Class "A" Concrete	60.00	10,800.00
44,000 lbs.	Metal Reinforcement	0.105	4,620.00
			$ 16,220.00

Type Code X021
Row River Bridge #7871 (Sta. 676+00 to Sta. 678+00)(Contract No. 4207)

All Required	Shoring, Cribbing, Etc.		$ 7,000.00
330 cu.yd.	Structural Excavation	$ 6.00	1,980.00
30 cu.yd.	Excavation Below Elevation Shown	20.00	600.00
250 lin.ft.	Furnish Steel Piling	4.00	1,000.00
8 only	Drive Piles	100.00	800.00
380 cu.yd.	Class "A" Concrete	58.00	22,040.00
86,000 lbs.	Metal Reinforcement	0.105	9,030.00
50 lin.ft.	8-inch Metal Drain Pipe	3.00	150.00
			$ 42,600.00

Type Code X021
Row River Bridge #7829 (Sta. 685+75.42 to Sta. 689+14.58)(Contract No. 4207)

All Required	Shoring, Cribbing, Etc.		$ 8,000.00
500 cu.yd.	Structural Excavation	$ 6.00	3,000.00
50 cu.yd.	Excavation Below Elevation Shown	20.00	1,000.00
370 lin.ft.	Furnish Steel Piling	4.00	1,480.00

12 only	Drive Piles	$100.00	$ 1,200.00
850 cu.yd.	Class "A" Concrete	55.00	46,750.00
205,000 lbs.	Metal Reinforcement	0.105	21,525.00
50 lin.ft.	8-inch Metal Drain Pipe	3.00	150.00
			$ 83,105.00

Type Code X2[illegible]
Main Street Overcrossing (Sta. 747+50.08 to Sta. 749+76.08)(Contract No. 4215)

200 cu.yd.	Structural Excavation	$ 3.00	$ 600.00
20 cu.yd.	Excavation Below Elevation Shown	4.00	80.00
2,100 lin.ft.	Furnish Steel Piling	4.60	9,660.00
48 only	Drive Steel Piles	40.00	1,920.00
500 cu.yd.	Class "A" Concrete	57.00	28,500.00
136,000 lbs.	Metal Reinforcement	0.107	14,552.00
230 lin.ft.	8-inch Metal Drain Pipe	3.00	690.00
			$ 56,002.00

Type Code X221
16th Street Overcrossing (Sta. 769+08.51 to Sta. 770+18.51)(Contract No. 4215)

300 cu.yd.	Structural Excavation	$ 5.00	$ 1,500.00
30 cu.yd.	Excavation Below Elevation Shown	10.00	300.00
240 cu.yd.	Class "A" Concrete	58.00	13,920.00
51,000 lbs.	Metal Reinforcement	0.106	5,406.00
40 lin.ft.	8-inch Metal Drain Pipe	3.00	120.00
			$ 21,246.00

Type Code X221
Taylor Street Overcrossing (Sta. 792+55 to 793+75)(Contract No. 4215)

130 cu.yd.	Structural Excavation	$ 4.00	$ 520.00
15 cu.yd.	Excavation Below Elevation Shown	6.00	90.00
2,000 lin.ft.	Furnish Treated Timber Piling	1.10	2,200.00
56 only	Drive Timber Piles	40.00	2,240.00
250 cu.yd.	Class "A" Concrete	59.00	14,750.00
59,000 lbs.	Metal Reinforcement	0.106	6,254.00
70 lin.ft.	8-inch Metal Drain Pipe	3.00	210.00
			$ 26,264.00

Type Code X021
Coast Fork Willamette River Bridge (South Crossing)(Sta. 886+05 to 888+35)
(Contract No. 4246)

All Required	Shoring, Cribbing, Etc.		$ 1,500.00
370 cu.yd.	Structural Excavation	$ 5.00	1,850.00
40 cu.yd.	Excavation Below Elevation Shown	10.00	400.00
580 cu.yd.	Class "A" Concrete	57.00	33,060.00
134,000 lbs.	Metal Reinforcement	0.105	14,070.00
60 lin.ft.	8-inch Metal Drain Pipe	3.50	210.00
			$ 51,090.00

Type Code X221
Woodard Logging Road Overcrossing (Sta. 889+58.89 to Sta. 891+46.89)(Contract No. 4246)

500 cu.yd.	Structural Excavation	$ 4.00	$ 2,000.00
50 cu.yd.	Excavation Below Elevation Shown	10.00	500.00
360 lin.ft.	Furnish Steel Piling	4.10	1,476.00
8 only	Drive Steel Piles	60.00	480.00
500 cu.yd.	Class "A" Concrete	56.00	28,000.00
124,000 lbs.	Metal Reinforcement	0.105	13,020.00
120 lin.ft.	8-inch Metal Drain Pipe	3.50	420.00
			$ 45,896.00

Type Code X021
Stalder Slough Bridge (Sta. 462+86 to Sta. 464+00)(Contract No. 4297)

120 cu.yd.	Structural Excavation	$ 8.00	$ 960.00
10 cu.yd.	Excavation Below Elevation Shown	15.00	150.00
260 lin.ft.	Furnish Treated Timber Piling	1.15	299.00
10 only	Drive Timber Piles	40.00	400.00
200 cu.yd.	Class "A" Concrete	60.00	12,000.00
51,000 lbs.	Metal Reinforcement	0.113	5,763.00
55 lin.ft.	8-inch Metal Drain Pipe	3.50	192.50
			$ 19,764.50

Type Code X021
Gettings Creek Bridge (Sta. 527+43.2 to Sta. 530+24.2)(Contract No. 4297)

260 cu.yd.	Structural Excavation	$ 8.00	$ 2,080.00
30 cu.yd.	Excavation Below Elevation Shown	15.00	450.00
250 lin.ft.	Furnish Steel Piling	5.30	1,325.00
8 only	Drive Steel Piles	75.00	600.00
580 cu.yd.	Class "A" Concrete	60.00	34,800.00
140,000 lbs.	Metal Reinforcement	0.113	15,820.00
			$ 55,075.00

Type Code X021
Channel Change Bridge (Sta. 555+60 to Sta. 556+40)(Contract No. 4297)

115 cu.yd.	Structural Excavation	$ 8.00	$ 920.00
10 cu.yd.	Excavation Below Elevation Shown	15.00	150.00
1,000 lin.ft.	Furnish Treated Timber Piling	1.15	1,150.00
32 only	Drive Timber Piling	40.00	1,280.00
181 cu.yd.	Class "A" Concrete	60.00	10,860.00
40,000 lbs.	Metal Reinforcement	0.113	4,520.00
			$ 18,880.00

Type Code X721
Wright Farm Road Undercrossing (Sta. 563+00)(Contract No. 4297)

60 cu.yd.	Structural Excavation	$ 8.00	$ 480.00
10 cu.yd.	Excavation Below Elevation Shown	15.00	150.00
2,200 lin.ft.	Furnish Treated Timber Piling	1.15	2,530.00
42 only	Drive Timber Piles	40.00	1,680.00
113 cu.yd.	Class "A" Concrete	60.00	6,780.00

28,000 lbs.	Metal Reinforcement	$ 0.113	$ 3,164.00
210 lin.ft.	Pipe Rail	4.00	840.00
100 lin.ft.	8-inch Metal Drain Pipe	3.50	350.00
125 sq. yd.	Concrete Slab riprap	8.00	1,000.00
			$ 16,974.00

Type Code X721
Saginaw Connection Undercrossing (Sta. 615+50)(Contract No. 4297)

100 cu.yd.	Structural Excavation	$ 8.00	$ 800.00
10 cu.yd.	Excavation Below Elevation Shown	15.00	150.00
204 cu.yd.	Class "A" Concrete	60.00	12,240.00
45,000 lbs.	Metal Reinforcement	0.113	5,085.00
80 lin.ft.	8-inch Metal Drain Pipe	3.50	280.00
170 sq.yd.	Concrete Slab Riprap	8.00	1,360.00
			$ 19,915.00

Type Code X221
Cottage Grove Connection Overcrossing (Sta. 721+70 to Sta. 722+70)(Contract No. 4297)

90 cu.yd.	Structural Excavation	$ 8.00	$ 720.00
10 cu.yd.	Excavation Below Elevation Shown	15.00	150.00
290 lin.ft.	Furnish Treated Timber Piling	1.15	333.50
10 only	Drive Timber Piles	40.00	400.00
232 cu.yd.	Class "A" Concrete	60.00	13,920.00
46,000 lbs.	Metal Reinforcement	0.113	5,198.00
75 lin.ft.	8-inch Metal Drain Pipe	3.50	262.50
235 sq.yd.	Concrete Slab Riprap	8.00	1,880.00
			$ 22,864.00

Type Code X521
Cottage Grove Connection Overcrossing (Sta. 722+20("M" 44+78.41 to "M" 47+54.41))
(Contract No. 4332)

620 cu.yd.	Structural Excavation	$ 5.00	$ 3,100.00
60 cu.yd.	Excavation Below Elevation Shown	20.00	1,200.00
700 cu.yd.	Class "A" Concrete	60.00	42,000.00
182,000 lbs.	Metal Reinforcement	0.11	20,020.00
570 lin.ft.	Metal Rail	9.35	5,329.50
130 lin.ft.	8-inch Metal Drain Pipe	4.00	520.00
			$ 72,169.50

Type Code X731
London Road Undercrossing (Sta. 854+81.23)

530 cu.yd.	Structural Excavation	$ 6.00	$ 3,180.00
50 cu.yd.	Excavation Below Elevation Shown	10.00	500.00
540 cu.yd.	Class "A" Concrete	65.00	35,100.00
123,000 lbs.	Metal Reinforcement	0.11	13,530.00
All Required	Structural Steel		33,000.00

All Required	Miscellaneous Metal	$	$ 2,000.00
640 lin.ft.	Metal Rail	12.00	7,680.00
280 lin.ft.	8-inch Metal Drain Pipe	4.00	1,120.00
380 sq.yd.	Concrete Riprap	8.00	3,040.00
			$ 99,150.00

Type Code X021
Martin Creek Bridge (Sta. 994+60 to Sta. 995+40)

330 cu.yd.	Structural Excavation	$ 7.00	$ 2,310.00
30 cu.yd.	Excavation Below Elevation Shown	10.00	300.00
220 cu.yd.	Class "A" Concrete	62.00	13,640.00
45,000 lbs.	Metal Reinforcement	0.11	4,950.00
			$ 21,200.00

Type Code X721
Martin Creek Road Undercrossing (Sta. 1012+22.81)

230 cu.yd.	Structural Excavation	$ 8.00	$ 1,840.00
20 cu.yd.	Excavation Below Elevation Shown	10.00	200.00
2,400 lin.ft.	Furnish Treated Timber Piling	1.50	3,600.00
60 only	Drive Timber Piles	60.00	3,600.00
305 cu.yd.	Class "A" Concrete	60.00	18,300.00
76,000 lbs.	Metal Reinforcement	0.11	8,360.00
75 lin.ft.	8-inch Metal Drain Pipe	4.00	300.00
170 sq.yd.	Concrete Slab Riprap	8.00	1,360.00
			$ 37,560.00

Subtotal	752,760.00
10% Engr. & Cont.	75,276.00
Total	$ 828,036.00

Length of 19 structures 0.429 mile

Federal Funds	$ 498,000.00
State Funds	330,036.00
	$ 828,036.00

Oregon State Highway Department

Federal Aid Project
No. BFI-161(20)

COAST FORK WILLAMETTE-DIVIDE SECTION

OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 7, 1955

Type Code X121
Oregon Pacific & Eastern Railway Overcrossing (Sta. 739+14.88 to Sta. 740+34.88) (Contract No. 4198)

40 cu. yds.	Structural Excavation	$ 10.00	$ 400.00
10 cu. yds.	Excavation Below Elevation Shown	10.00	100.00
950 lin. ft.	Furnish Steel Piling	4.10	3,895.00
24 only	Drive Steel Piles	50.00	1,200.00
230 cu. yds.	Class "A" Concrete	62.00	14,260.00
60,000 lbs.	Metal Reinforcement	0.11	6,600.00
110 lin. ft.	8-inch Metal Drain Pipe	3.00	330.00
			$ 26,785.00

Type Code X021
Row River Bridge #7828 (Sta. 663+50 to Sta. 664+30)(Contract No. 4207)

100 cu. yds.	Structural Excavation	$ 6.00	$ 600.00
10 cu. yds.	Excavation Below Elevation Shown	20.00	200.00
180 cu. yds.	Class "A" Concrete	60.00	10,800.00
44,000 lbs.	Metal Reinforcement	0.105	4,620.00
			$ 16,220.00

Type Code X021
Row River Bridge #7871 (Sta. 676+00 to Sta. 678+00)(Contract No. 4207)

All Required	Shoring, Cribbing, Etc.		$ 7,000.00
330 cu. yds.	Structural Excavation	$ 6.00	1,980.00
30 cu. yds.	Excavation Below Elevation Shown	20.00	600.00
250 lin. ft.	Furnish Steel Piling	4.00	1,000.00
8 only	Drive Piles	100.00	800.00
380 cu. yds.	Class "A" Concrete	58.00	22,040.00
86,000 lbs.	Metal Reinforcement	0.105	9,030.00
50 lin. ft.	8-inch Metal Drain Pipe	3.00	150.00
			$ 42,600.00

Type Code X021
Row River Bridge #7829 (Sta. 685+75.42 to Sta. 689+14.58)(Contract No. 4207)

All Required	Shoring, Cribbing, Etc.		$ 8,000.00
500 cu. yds.	Structural Excavation	$ 6.00	3,000.00
50 cu. yds.	Excavation Below Elevation Shown	20.00	1,000.00
370 lin. ft.	Furnish Steel Piling	4.00	1,480.00
12 only	Drive Piles	100.00	1,200.00
850 cu. yds.	Class "A" Concrete	55.00	46,750.00

205,000 lbs.	Metal Reinforcement	$ 0.105	$ 21,525.00
50 lin. ft.	8-inch Metal Drain Pipe	3.00	150.00
			$ 83,105.00

Type Code X221
Main Street Overcrossing (Sta. 747+50.08 to Sta. 749+76.08)(Contract No. 4215)

200 cu. yds.	Structural Excavation	$ 3.00	$ 600.00
20 cu. yds.	Excavation Below Elevation Shown	4.00	80.00
2,100 lin. ft.	Furnish Steel Piling	4.60	9,660.00
48 only	Drive Steel Piles	40.00	1,920.00
500 cu. yds.	Class "A" Concrete	57.00	28,500.00
136,000 lbs.	Metal Reinforcement	0.107	14,552.00
230 lin. ft.	8-inch Metal Drain Pipe	3.00	690.00
			$ 56,002.00

Type Code X221
16th Street Overcrossing (Sta. 769+08.51 to Sta. 770+18.51)(Contract No. 4215)

300 cu. yds.	Structural Excavation	$ 5.00	$ 1,500.00
30 cu. yds.	Excavation Below Elevation Shown	10.00	300.00
240 cu. yds.	Class "A" Concrete	58.00	13,920.00
51,000 lbs.	Metal Reinforcement	0.106	5,406.00
40 lin. ft.	8-inch Metal Drain Pipe	3.00	120.00
			$ 21,246.00

Type Code X221
Taylor Street Overcrossing (Sta. 792+55 to 793+75)(Contract No. 4215)

130 cu. yds.	Structural Excavation	$ 4.00	$ 520.00
15 cu. yds.	Excavation Below Elevation Shown	6.00	90.00
2,000 lin. ft.	Furnish Treated Timber Piling	1.10	2,200.00
56 only	Drive Timber Piles	40.00	2,240.00
250 cu. yds.	Class "A" Concrete	59.00	14,750.00
59,000 lbs.	Metal Reinforcement	0.106	6,254.00
70 lin. ft.	8-inch Metal Drain Pipe	3.00	210.00
			$ 26,264.00

Type Code X021
Coast Fork Willamette River Bridge (South Crossing)(Sta. 886+05 to 888+35)
(Contract No. 4246)

All Required	Shoring, Cribbing, Etc.		$ 1,500.00
370 cu. yds.	Structural Excavation	$ 5.00	1,850.00
40 cu. yds.	Excavation Below Elevation Shown	10.00	400.00
580 cu. yds.	Class "A" Concrete	57.00	33,060.00
134,000 lbs.	Metal Reinforcement	0.105	14,070.00
60 lin. ft.	8-inch Metal Drain Pipe	3.50	210.00
			$ 51,090.00

Type Code X221
Woodard Logging Road Overcrossing (Sta. 889+58.89 to 891+46.89)(Contract No. 4246)

500 cu. yds.	Structural Excavation	$ 4.00	$ 2,000.00
50 cu. yds.	Excavation Below Elevation Shown	10.00	500.00
360 lin. ft.	Furnish Steel Piling	4.10	1,476.00

8 only	Drive Steel Piles	$ 60.00	$ 480.00
500 cu. yds.	Class "A" Concrete	56.00	28,000.00
124,000 lbs.	Metal Reinforcement	0.105	13,020.00
120 lin. ft.	8-inch Metal Drain Pipe	3.50	420.00
			$ 45,896.00

Type Code X021
Stalder Slough Bridge (Sta. 462+86 to Sta.464+00)(Contract No. 4297)

120 cu. yds.	Structural Excavation	$ 8.00	$ 960.00
10 cu. yds.	Excavation Below Elevation Shown	15.00	150.00
260 lin. ft.	Furnish Treated Timber Piling	1.15	299.00
10 only	Drive Timber Piles	40.00	400.00
200 cu. yds.	Class "A" Concrete	60.00	12,000.00
51,000 lbs.	Metal Reinforcement	0.113	5,763.00
55 lin. ft.	8-inch Metal Drain Pipe	3.50	192.50
			$ 19,764.50

Type Code X021
Gettings Creek Bridge (Sta. 527+43.2 to Sta. 530+24.2)(Contract No. 4297)

260 cu. yds.	Structural Excavation	$ 8.00	$ 2,080.00
30 cu. yds.	Excavation Below Elevation Shown	15.00	450.00
250 lin. ft.	Furnish Steel Piling	5.30	1,325.00
8 only	Drive Steel Piles	75.00	600.00
580 cu. yds.	Class "A" Concrete	60.00	34,800.00
140,000 lbs.	Metal Reinforcement	0.113	15,820.00
			$ 55,075.00

Type Code X021
Channel Change Bridge (Sta. 555+60 to Sta. 556+40)(Contract No. 4297)

115 cu. yds.	Structural Excavation	$ 8.00	$ 920.00
10 cu. yds.	Excavation Below Elevation Shown	15.00	150.00
1,000 lin. ft.	Furnish Treated Timber Piling	1.15	1,150.00
32 only	Drive Timber Piling	40.00	1,280.00
181 cu. yds.	Class "A" Concrete	60.00	10,860.00
40,000 lbs.	Metal Reinforcement	0.113	4,520.00
			$ 18,880.00

Type Code X721
Wright Farm Road Undercrossing (Sta. 563+00)(Contract No. 4297)

60 cu. yds.	Structural Excavation	$ 8.00	$ 480.00
10 cu. yds.	Excavation Below Elevation Shown	15.00	150.00
2,200 lin. ft.	Furnish Treated Timber Piling	1.15	2,530.00
42 only	Drive Timber Piles	40.00	1,680.00
113 cu. yds.	Class "A" Concrete	60.00	6,780.00
28,000 lbs.	Metal Reinforcement	0.113	3,164.00
210 lin. ft.	Pipe Rail	4.00	840.00
100 lin. ft.	8-inch Metal Drain Pipe	3.50	350.00
125 sq. yds.	Concrete Slab Riprap	8.00	1,000.00
			$ 16,974.00

Type Code X721

Saginaw Connection Undercrossing (Sta. 615+50)(Contract No. 4297)

100 cu. yds.	Structural Excavation	$ 8.00	$ 800.00
10 cu. yds.	Excavation Below Elevation Shown	15.00	150.00
4 cu. yds.	Class "A" Concrete	60.00	12,240.00
45,000 lbs.	Metal Reinforcement	0.113	5,085.00
80 lin. ft.	8-inch Metal Drain Pipe	3.50	280.00
170 sq. yds.	Concrete Slab Riprap	8.00	1,360.00
			$ 19,915.00

Type Code X221

Cottage Grove Connection Overcrossing (Sta. 721+70 to Sta. 722+70)(Contract No. 4297)

90 cu. yds.	Structural Excavation	$ 8.00	$ 720.00
10 cu. yds.	Excavation Below Elevation Shown	15.00	150.00
290 lin. ft.	Furnish Treated Timber Piling	1.15	333.50
10 only	Drive Timber Piles	40.00	400.00
232 cu. yds.	Class "A" Concrete	60.00	13,920.00
46,000 lbs.	Metal Reinforcement	0.113	5,198.00
75 lin. ft.	8-inch Metal Drain Pipe	3.50	262.50
235 sq. yds.	Concrete Slab Riprap	8.00	1,880.00
			$ 22,864.00

Type Code X521

Cottage Grove Connection Overcrossing (Sta. 722+20("M" 44+78.41 to "M" 47+54.41))
(Contract No. 4332)

620 cu. yds.	Structural Excavation	$ 5.00	$ 3,100.00
60 cu. yds.	Excavation Below Elevation Shown	20.00	1,200.00
700 cu. yds.	Class "A" Concrete	60.00	42,000.00
182,000 lbs.	Metal Reinforcement	0.11	20,020.00
570 lin. ft.	Metal Rail	9.35	5,329.50
130 lin. ft.	8-inch Metal Drain Pipe	4.00	520.00
			$ 72,169.50

Type Code X731

London Road Undercrossing (Sta. 854+81.23)(Contract No. 4342)

530 cu. yds.	Structural Excavation	$ 4.00	$ 2,120.00
50 cu. yds.	Excavation Below Elevation Shown	8.00	400.00
540 cu. yds.	Class "A" Concrete	64.00	34,560.00
123,000 lbs.	Metal Reinforcement	0.11	13,530.00
All Required	Structural Steel		19,542.00
All Required	Miscellaneous Metal		1,000.00
640 lin. ft.	Metal Rail	12.00	7,680.00
280 lin. ft.	8-inch Metal Drain Pipe	3.00	840.00
380 sq. yd.	Concrete Riprap	7.00	2,660.00
			$ 82,332.00

Type Code X021

Martin Creek Bridge (Sta. 994+60 to Sta. 995+40)(Contract No. 4342)

330 cu. yds.	Structural Excavation	$ 12.00	$ 3,960.00
30 cu. yds.	Excavation Below Elevation Shown	20.00	600.00

220 cu. yds.	Class "A" Concrete	$ 62.00	$ 13,640.00
45,000 lbs.	Metal Reinforcement	0.12	5,400.00
			$ 23,600.00

Type Code X721
Martin Creek Road Undercrossing (Sta. 1012+22.81)(Contract No. 4342)

230 cu. yds.	Structural Excavation	$ 4.00	$ 920.00
20 cu. yds.	Excavation Below Elevation Shown	5.00	100.00
2,400 lin. ft.	Furnish Treated Timber Piling	0.95	2,280.00
60 only	Drive Timber Piles	35.00	2,100.00
305 cu. yds.	Class "A" Concrete	62.00	18,910.00
76,000 lbs.	Metal Reinforcement	0.11	8,360.00
75 lin. ft.	8-inch Metal Drain Pipe	3.00	225.00
170 sq. yds.	Concrete Slab Riprap	8.00	1,360.00
			$ 34,255.00

Type Code X721
Divide Undercrossing (Sta. Ls 1042+19.63)

210 cu. yds.	Structural Excavation	$ 5.00	$ 1,050.00
15 cu. yds.	Excavation Below Elevation Shown	10.00	150.00
760 lin. ft.	Furnish 10"-42# Steel Piling	5.00	3,800.00
1,440 lin. ft.	Furnish 12"-53# Steel Piling	6.00	8,640.00
64 only	Drive Steel Piles	65.00	4,160.00
790 cu. yds.	Class "A" Concrete	65.00	51,350.00
175,000 lbs.	Metal Reinforcement	0.12	21,000.00
110 lin. ft.	8-inch Metal Pipe	3.50	385.00
All Required	Remove Old Overcrossing		12,000.00
			$102,535.00

Subtotal	$837,572.00
10% Engr. & Cont.	83,757.20
Total	$921,329.20

Length of 20 Structures 0.429 miles

Federal Funds- -	$570,000.00
State Funds- -	351,329.20
	$921,329.20

RECEIVED
NOV 28 1955
FOR FILING

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#017

November 25, 1955

Glens Falls Indemnity Co.
Pacific Coast Dept.
6th Floor Mills Tower
San Francisco 4, California

Gentlemen:

It is the intention of the State Highway Commission to release to Tom Lillebo a portion of the funds heretofore retained by the Commission on contract No. 4297 covering six structures on the Coast Fork Willamette River-Divide Unit of the Pacific Highway in Lane County.

This payment, in the amount of $7,633.38 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $4,380.82. The present payment will be released on or after December 5, 1955.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By ______________________________
Floyd Query, Assistant Secretary

FH

cc - Glens Falls Indemnity Co.
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

FORM 2-120 [illegible] REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
NOV 23 1955
FOR FILING

4297

November 21, 1955

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

The State Highway Commission, at its meeting held on November 3, had under discussion your request for an extension of time from June 30, 1955 to November 30, 1955 within which to complete your contract No. 4297, for constructing six structures on the Coast Fork Willamette River-Divide Unit Section of the Pacific Highway in Lane County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

W. A. Palmateer,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

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OCT 17 1955
FOR FILING

[illegible]
[illegible]

October 14, 1955

Oregon State Highway Commission

Request for extension of time
No. 19
November 3 and 4 meeting.

Gentlemen:

Re: Six Structures on Coast Fork Willamette
River-Divide Unit, Contract No. 4297

Tom Lillebo, contractor on the Six Structures on the Coast Fork Willamette River-Divide Unit of the Pacific Highway in Lane County, has requested an extension of time from June 30, 1955, to November 30, 1955, in which to complete the contract.

All work has been completed with the exception of some concrete finishing and the placing of concrete slope paving. These last items cannot be done until the embankments at the ends of the bridges have been placed and compacted.

Work on this contract was delayed considerably by inclement weather and high water during the past spring. This section of highway is not in use; so, there is no inconvenience to the traveling public by this delay.

It is recommended that this extension be granted without penalty. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

PMB/dp
Attached

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OREGON DISTRICT
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

December 23, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Your request for individual project program change in Item 88, Project BFI-161(20), Supplement No. 11, Bond Financed Federal-aid Primary Highway Program, was approved effective December 21, 1954. The action was taken to correct the number and type of structures to conform with later and more complete data. One structure was added.

Very truly yours,

G G Polk
C. G. POLK
District Engineer

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STATE [illegible]

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FOR FILING

[illegible]

October 26, 1954

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

We enclose herewith two fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4284, for construction of Gervais Road Undercrossing on the Portland-Salem Expressway in Marion County, awarded September 23, 1954.

Contract No. 4297, for constructing six structures on the Coast Fork Willamette River-Divide Unit on the Pacific Highway in Lane County, awarded September 30, 1954.

A copy of each of the above contracts are being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

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FOR FILING

[illegible]

Mr. Tom [illegible]
Reedsport
Oregon

Dear Sir:

The State Highway Commission on September 23, 1954 accepted your proposal for construction of six structures on the Coast Fork Willamette River-Divide Unit on new alignment of the Pacific Highway in Lane County for the sum of $153,472.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as necessary right of way has been acquired and approval of the Bureau of Public Roads has been received. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4497.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

[illegible]
cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
G. S. Paxson
Goldie Lewis

DOMESTIC SERVICE Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

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S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
September 30, 1954
9:55 a.m.

Mr. Tom Lillebo
Reedsport, Oregon

Contract for construction of six structures on the Coast Fork-Willamette River-Divide Unit on new alignment of Pacific Highway in Lane County for which you submitted the low bid on September 23, 1954 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

Accounting (5003-900)
Files ✓
C. W. Head

G. Polk
G. G. POLK
District Engineer

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OCT 1 1954
OREGON
STATE HIGHWAY COMMISSION

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FOR FILING

OREGON DISTRICT
4297

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

September 30, 1954

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of way have been acquired for Oregon Project BFI-161 (20, Coast Fork Willamette River-Divide Section (Structures), of the Pacific Highway, we hereby concur as of this date in award of Contract No. 4297 to Tom Lillebo, of Reedsport, Oregon, low bidder in the amount of $153,472.50 at the September 23, 1954 bid opening.

Very truly yours,

G Polk
G. G. POLK
District Engineer

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OCT 1 1954
OREGON
STATE HIGHWAY COMMISSION

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SEP 28 1954
FOR FILING

Const.
Fed. Aid.
Bridge Proj.
BrD - 161(20)

September 27, 1954

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

The State Highway Commission on September 23, 1954 accepted your bid in the amount of $153,472.50 for construction of six structures on the Coast Fork Willamette River-Divide Unit on the new alignment of the Pacific Highway in Lane County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage
G. S. Paxson

RECEIVED
FOR FILING
OREGON DISTRICT

Const
Fed aid
[illegible]

BFI-161 (20)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

June 8, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project BFI-161(20), Coast Fork Willamette River-Divide Section (Structures) of the Pacific Highway. This is to authorize your advertising for bids.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
JUN 22 1954
OREGON
STATE HIGHWAY COMMISSION

IN-78(25) Booth Ranch-Myrtle Cr. Unit, 1954
Shady-Canyonville Sec., Pacific
#4298 Hwy.

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Floyd Query
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

IN-78 (25)

1/1:15

December 16, 1958

Oregon State Highway Commission

Re: Accident - Myrtle Creek
Mr. and Mrs. Wayne Cobb

On June 11, 1958, an auto accident occurred at the point where Highway 99 makes a sharp left turn onto a bridge across the Umpqua River just at the north city limits of Myrtle Creek, the driver missing the turn and running over an embankment.

As you know, the area north of the bridge was under construction at the time (Contract No. 4298), it being the Booth Ranch-Myrtle Creek Unit of the Shady Canyonville Section of the Pacific Highway and the construction work was being done by Kuckenberg Construction Co., Inc.

Last August we had indications that a lawsuit might be commenced as a result of the accident and at that time we made an investigation, took photos of the area showing many warning signs and a flashing beacon that the driver of the car must have passed before he missed the turn and left the road.

Last week a Mr. Joseph Larkin, one of the attorneys for the firm of Koerner, Young, McColloch & Dezendorf, conferred with one of the attorneys of my staff to ascertain whether or not we intended to do anything about the accident. In fact, his approach was sort of an ultimatum in which he stated he wanted to know whether we wanted to compromise the matter, or be sued.

He has been informed, of course, that we do not feel that any member of this department, or the Commission itself, is responsible for the accident and do not intend to compromise it in any manner.

I write you this letter, however, because Mr. Larkin in his discussion referred to the case of Corliss vs. Van Duzer, which was

NOTED
FLOYD QUERY

a case in which the Commission itself was sued in their individual capacity. My investigation of this matter convinces me beyond any doubt that such an action could not be sustained against you but, nevertheless, there is nothing to prevent Mrs. Cobb, whom the above mentioned law firm represents and who was a passenger in the vehicle, from bringing such an action. I felt that I should call this matter to your attention because of the foregoing possibility.

I wish to reassure you, however, that we are well prepared to defend this case at the present time and that it is the intention of the writer together with Mr. Charles Peterson, Chief of the Trial Section, to personally defend such an action should it be brought.

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL:bk
cc - W. C. Williams
Forrest Cooper
Floyd Query
P. M. Stephenson
C. H. Maison
Robert Y. Thornton

Contract 4296 I-78(25)
4-28

Monthly transaction number 5-11	Fo[illegible]-2A (5-3[illegible]-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 6	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Douglas Project number IN-78(25)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 20, 1955, 19____, is hereby modified as follows:

Revised estimated total cost of project $ 1,061,042

Revised Federal funds $ 599,691

Other revisions - None.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 7th day of May, 19 58.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By

Chairman, State Highway Commission
(Title)

By

Member, State Highway Commission
(Title)

By__________

Member, State Highway Commission
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C H Polk
Division Engineer

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

USComm-DC 11170

Form PR 2 (Revised 1950)

State Oregon

Federal Aid Interstate Project No. IN-78(25)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 20th day of June, 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 20th day of August, 1954, a program, which was approved on the 3rd day of September, 1954, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 8th day of September, 1954, and the sum of five hundred eighty thousand and 00/100 dollars ($580,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11370-6

A4.62

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 3265+00 in the SE 1/4, Section 18, T. 29 S., R. 5 W., W.M., and survey station 3387+00 in the NW 1/4, Section 28, T. 29 S., R. 5 W., W.M., without exception, length 2.313 miles, in Douglas County, being Oregon Federal Aid / Interstate project No. IM-78(25), consisting of 2.290 miles of roadway and one bridgexxxxx of more than 20 feet clear span, 0.023 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of

five hundred eighty thousand and 00/100

dollars ($580,000.00), which does not exceed the authorized Federal pro rata share of

eight hundred sixty-three thousand, nine hundred seventy-three and 55/100

dollars ($863,973.55), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing

Chapter 529, Laws 1939.

funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By

Division Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11570-2 A4.62

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JUN 10 193
DIVISION 8

Oregon State Highway Department

Federal Aid Project
No. IN-78(25)

BOOTH RANCH-MYRTLE CREEK SECTION
OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 21, 1955

Type Code 3210
4-lane Roadway (Sta. 3265+00 to Sta. 3299+50)(Sta. 3379+50 to Sta. 3387+00)
(Contract No. 4298)

All Required	Clearing and Grubbing (35%)		$ 22,750.00
2,640 cu.yds.	Drainage Excavation, Unclassified	$ 2.00	5,280.00
251,500 cu.yds.	General Excavation, Unclassified	0.635	159,702.50
1,210,000 yd.sta.	Short Overhaul	0.01	12,100.00
65,800 C-yd.sta.	Long Overhaul	0.30	19,740.00
0.77 mile	Finishing Roadbed and Slopes	500.00	385.00
1,100 lin.ft.	Rounding Cutbanks	0.15	165.00
42 lin.ft.	12-inch Corrugated Metal Pipe	3.00	126.00
330 lin.ft.	36-inch Corrugated Metal Pipe	11.35	3,745.50
570 lin.ft.	18-inch Concrete Pipe	4.00	2,280.00
140 lin.ft.	24-inch Concrete Pipe	5.45	763.00
250 lin.ft.	36-inch Concrete Pipe	9.60	2,400.00
2,950 lin.ft.	6-inch Perforated Metal Drain Pipe, Uncoated	1.50	4,425.00
350 lin.ft.	96-inch Structural Plate Pipe, 10 Gage	48.00	16,800.00
550 cu.yds.	Special Backfill in Drains	6.00	3,300.00
160 cu.yds.	Class "A" Concrete	49.00	7,840.00
32,500 lbs.	Metal Reinforcement	0.115	3,737.50
130 cu.yds.	Paved Culvert Inlets and Outfalls	30.00	3,900.00
17,300 cu.yds.	Selected Roadbed Topping	0.55	9,515.00
17,700 yd.mi.	Hauling Roadbed Topping	0.18	3,186.00
3,200 cu.yd.	3/4" - 0 Material in Leveling Course	3.50	11,200.00
450 M-gal.	Sprinkling	2.50	1,125.00
400 cu.yds.	3/4" - 0 Material in Binder Course	4.75	1,900.00
1,130 cu.yds.	Furnishing and Placing Aggregates	4.75	5,367.50
60 tons	Furnishing and Placing RC-3 Asphalt	45.00	2,700.00
75 tons	Furnishing and Placing 150-200 Asphalt	42.00	3,150.00
40 tons	Furnishing and Placing RS-1 Asphalt	45.00	1,800.00
			$309,383.00

Type Code 6201
4-lane Roadway (Sta. 3265+00 to Sta. 3299+50)(Sta. 3379+50 to Sta. 3387+00)
(Contract No. 4338)

40 cu.yds.	Drainage Excavation	$ 3.50	$ 140.00
450 cu.yds.	Island Backfill	0.75	337.50
300 cu.yds.	Furnishing and Placing Topsoil	1.00	300.00
450 lin.ft.	1¼-inch Electrical Conduit	0.75	337.50
340 lin.ft.	8-inch Corrugated Metal Pipe	2.25	765.00
7 only	Concrete Catch Basins	75.00	525.00

20 cu.yds.	Concrete Curbs	$ 42.00	$ 840.00
200 cu.yds.	Concrete in Islands	36.00	7,200.00
1,500 lin.ft.	Metal Guard Rail	3.25	4,875.00
1,850 cu.yds.	3/4" - 0 Material in Base & Shoulders	2.00	3,700.00
40 M-gal.	Sprinkling	2.00	80.00
0.80 mile	Preparation of Base	100.00	80.00
540 cu.yds.	3/4" - 0 Material in Binder Course	3.00	1,620.00
89 tons	RC-3 Asphalt in Binder Course	40.00	3,560.00
11,400 tons	Class "B" Asphaltic Concrete	5.00	57,000.00
14 tons	Furnishing and Placing RS-1 Asphalt	45.00	630.00
25 cu.yds.	Aggregates in Pavement Seal	3.50	87.50
1,140 lin.ft.	Asphaltic Concrete Traffic Markers	1.00	1,140.00

Subtotal $ 83,217.50

392,600.50

10% Engr. & Cont. 39,260.05

$431,860.55

Length of Roadway 0.773 mile
Cost of Roadway per mile $558,681.17

Type Code 3210
2-lane Roadway (Sta. 3299+50 to Sta. 3379+50)(Contract No. 4298)

All Required	Clearing and Grubbing (65%)		$ 42,250.00
All Required	Removal of Bridges		6,500.00
2,860 cu.yds.	Drainage Excavation, Unclassified	$ 2.00	5,720.00
308,500 cu.yds.	General Excavation, Unclassified	0.635	195,897.50
598,000 yd.sta.	Short Overhaul	0.01	5,980.00
12,200 C-yds.sta.	Long Overhaul	0.30	3,660.00
1.52 miles	Finishing Roadbed and Slopes	500.00	760.00
3,100 lin.ft.	Rounding Cutbanks	0.15	465.00
90 lin.ft.	18-inch Corrugated Metal Pipe	4.15	373.50
90 lin.ft.	24-inch Corrugated Metal Pipe	6.20	558.00
100 lin.ft.	36-inch Corrugated Metal Pipe	11.35	1,135.00
280 lin.ft.	18-inch Concrete Pipe	4.00	1,120.00
90 lin.ft.	30-inch Concrete Pipe	7.45	670.50
100 lin.ft.	36-inch Concrete Pipe	9.60	960.00
650 lin.ft.	6-inch Perforated Metal Drain Pipe, Uncoated	1.50	975.00
130 cu.yds.	Special Backfill in Drains	6.00	780.00
40 cu.yds.	Class "A" Concrete	49.00	1,960.00
5,100 lbs.	Metal Reinforcement	0.115	586.50
220 cu.yds.	Paved Culvert Inlets and Outfalls	30.00	6,600.00
14,000 cu.yds.	Selected Roadbed Topping	0.55	7,700.00
26,200 yd.mi.	Hauling Roadbed Topping	0.18	4,716.00
2,700 cu.yds.	3/4" - 0 Material in Leveling Course	3.50	9,450.00
350 M-gal.	Sprinkling	2.50	875.00
250 cu.yds.	3/4" - 0 Material in Binder Course	4.75	1,187.50
720 cu.yds.	Furnishing and Placing Aggregates	4.75	3,420.00
40 tons	Furnishing and Placing RC-3 Asphalt	45.00	1,800.00
45 tons	Furnishing and Placing 150-200 Asphalt	42.00	1,890.00
30 tons	Furnishing and Placing RS-1 Asphalt	45.00	1,350.00
400 tons	Type 2 Fence	4.50	1,800.00
1 only	14' x 50" Metal Gate	45.00	45.00

Subtotal $311,184.50

Type Code 6201
2-lane Roadway (Sta. 3299+50 to Sta. 3379+50)(Contract No. 4338)

1,400 cu.yds.	3/4" - 0 Material in Base and Shoulders	$ 2.00	$ 2,800.00
35 M-gal.	Sprinkling	2.00	70.00
1.49 miles	Preparation of Base	100.00	149.00
250 cu.yds.	3/4" - 0 Material in Binder Course	3.00	750.00
40 tons	RC-3 Asphalt in Binder Course	40.00	1,600.00
5,100 tons	Class "B" Asphaltic Concrete	5.00	25,500.00
10 tons	Furnishing and Placing RS-1 Asphalt	45.00	450.00
35 cu.yds.	Aggregate in Pavement Seal	3.50	122.50

Subtotal	$ 31,441.50
	$342,626.00
10% Engr. & Cont.	34,262.60
	$376,888.60

Length of Roadway 1.517 miles
Cost of Roadway per mile $248,443.37

Type Code X221
Boomer Hill Road Overcrossing (Sta. 3282+38 to Sta. 3283+62)(Contract No. 4337)

640 cu.yds.	Structural Excavation	$ 7.00	$ 4,480.00
60 cu.yds.	Excavation Below Elevation Shown	10.00	600.00
580 lin.ft.	Furnish Steel Piling	4.00	2,320.00
14 only	Drive Steel Piles	75.00	1,050.00
480 cu.yds.	Class "A" Concrete	57.00	27,360.00
122,000 lbs.	Metal Reinforcement	0.117	14,274.00
40 lin.ft.	8-inch Metal Drain Pipe	3.00	120.00

Subtotal	$ 50,204.00
10% Engr. & Cont	5,020.40
	$ 55,224.40

Length of Structure 0.023 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
4-lane Roadway	$431,860.55	$289,915.00	$141,945.55
2-lane Roadway	376,888.60	253,012.00	123,876.60
Structure	55,224.40	37,073.00	18,151.40
	$863,973.55	$580,000.00	$283,973.55

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Project
No. IN-78 (25)

BOOTH RANCH-MYRTLE CREEK SECTION
OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 31, 1954

Type Code 3210
4-Lane Roadway (Sta. 3265+00 to Sta. 3299+50)(Sta. 3379+50 to Sta. 3387+00)

All Required	Clearing and Grubbing (35%)	$	$ 4,200.00
2,640 cu.y.	Drainage Excavation, Unclassified	2.50	6,600.00
251,500 cu.y.	General Excavation, Unclassified	0.60	150,900.00
1,210,000 yd.sta.	Short Overhaul	0.01	12,100.00
65,800 C-yd.sta.	Long Overhaul	0.40	26,320.00
0.77 mile	Finishing Roadbed and Slopes	800.00	616.00
1,100 lin.ft.	Rounding Cutbanks	0.15	165.00
42 lin.ft.	12-inch Corrugated Metal Pipe	3.00	126.00
330 lin.ft.	36-inch Corrugated Metal Pipe	12.00	3,960.00
570 lin.ft.	18-inch Concrete Pipe	3.50	1,995.00
140 lin.ft.	24-inch Concrete Pipe	4.50	630.00
250 lin.ft.	36-inch Concrete Pipe	7.50	1,875.00
2,950 lin.ft.	6-inch Perforated Metal Drain Pipe, Uncoated	1.75	5,162.50
350 lin.ft.	96-inch Structural Plate Pipe, 10-gage	60.00	21,000.00
550 cu.y.	Special Backfill in Drains	5.00	2,750.00
160 cu.y.	Class "A" Concrete	45.00	7,200.00
32,500 lbs.	Metal Reinforcement	0.13	4,225.00
130 cu.y.	Paved Culvert Inlets and Outfalls	25.00	3,250.00
17,300 cu.y.	Selected Roadbed Topping	0.45	7,785.00
17,700 yd.mi.	Hauling Roadbed Topping	0.18	3,186.00
3,200 cu.y.	3/4" - 0 Material in Leveling Course	2.50	8,000.00
450 M-gal.	Sprinkling	2.50	1,125.00
400 cu.y.	3/4" - 0 Material in Binder Course	3.50	1,400.00
1,130 cu.y.	Furnishing and Placing Aggregates	4.00	4,520.00
60 tons	Furnishing and Placing RC-3 Asphalt	38.00	2,280.00
75 tons	Furnishing and Placing 150-200 Asphalt	36.00	2,700.00
40 tons	Furnishing and Placing RS-1 Asphalt	38.00	1,520.00
	Subtotal		$285,590.50
	10% Engr. & Cont.		28,559.05
	Total		$314,149.55

Length of Roadway	0.773 mile
Length of 1 Structure	0.023 mile
Total Length	0.796 mile
Cost of Roadway per mile	$406,403.04

Type Code 3210
2-Lane Roadway (Sta. 3299+50 to Sta. 3379+50)

All Required	Clearing and Grubbing (65%)	$	$ 7,800.00
All Required	Removal of Bridges	1,500	1,500,00
2,860 cu.y.	Drainage Excavation, Unclassified	2.50	7,150.00
308,500 cu.y.	General Excavation, Unclassified	0.60	185,100.00
598,000 yd.sta.	Short Overhaul	0.01	5,980.00
12,200 C-yd.sta.	Long Overhaul	0.40	4,880.00
1.52 miles	Finishing Roadbed and Slopes	800.00	1,216.00
3,100 lin.ft.	Rounding Cutbanks	0.15	465.00
90 lin.ft.	18-inch Corrugated Metal Pipe	5.00	450.00
90 lin.ft.	24-inch Corrugated Metal Pipe	6.00	540.00
100 lin.ft.	36-inch Corrugated Metal Pipe	12.00	1,200.00
280 lin.ft.	18-inch Concrete Pipe	3.50	980.00
90 lin.ft.	30-inch Concrete Pipe	6.00	540.00
100 lin.ft.	36-inch Concrete Pipe	7.50	750.00
650 lin.ft.	6-inch Perforated Metal Drain Pipe, Uncoated	1.75	1,137.50
130 cu.y.	Special Backfill in Drains	5.00	650.00
40 cu.y.	Class "A" Concrete	45.00	1,800.00
5,100 lbs.	Metal Reinforcement	0.13	663.00
220 cu.y.	Paved Culvert Inlets and Outfalls	25.00	5,500.00
14,000 cu.y.	Selected Roadbed Topping	0.45	6,300.00
26,200 yd.mi.	Hauling Roadbed Topping	0.18	4,716.00
2,700 cu.y.	3/4" - 0 Material in Leveling Course	2.50	6,750.00
350 M-gal.	Sprinkling	2.50	875.00
250 cu.y.	3/4" - 0 Material in Binder Course	3.50	875.00
720 cu.y.	Furnishing and Placing Aggregates	4.00	2,880.00
40 tons	Furnishing and Placing RC-3 Asphalt	38.00	1,520.00
45 tons	Furnishing and Placing 150-200 Asphalt	36.00	1,620.00
30 tons	Furnishing and Placing RS-1 Asphalt	38.00	1,140.00
400 rods	Type 2 Fence	3.75	1,500.00
1 only	14' x 50" Metal Gate	45.00	45.00
		Subtotal	$256,522.50
		10% Engr.&Cont.	25,652.25
		Total	$282,174.75

Length of Roadway 1.517 miles
Cost of Roadway per mile $186,008.40

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
4-Lane Roadway	$314,149.55	$216,519.00	$ 97,630.55
2-Lane Roadway	282,174.75	194,481.00	87,693.75
	$596,324.30	$411,000.00	$185,324.30

	Bid Quan.	Unit Price	Amount
[illegible]	640	8 —	5,120 —
	60	10 —	600 —
[illegible]	580	$4^{\underline{50}}$	2,610 —
[illegible]	14	55 —	770 —
[illegible]	480	62 —	29,760 —
[illegible]	122,000	.115	14,030 —
[illegible]	40	4 —	160 —
			53,050 —
	+ 12 ½ %		$6,631^{\underline{25}}$
			$59,681^{\underline{25}}$

Oregon State Highway Department

Federal Aid Project
No. IN-78(25)

BOOTH RANCH-MYRTLE CREEK SECTION
OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 4, 1955

Type Code 3210
4-lane Roadway (Sta. 3265+00 to Sta. 3299+50) (Sta. 3379+50 to Sta. 3387+00)
(Contract No. 4298)

All Required	Clearing and Grubbing (35%)		$ 22,750.00
2,640 cu.yd.	Drainage Excavation, Unclassified	$ 2.00	5,280.00
251,500 cu.yd.	General Excavation, Unclassified	0.635	159,702.50
1,210,000 yd.sta.	Short Overhaul	0.01	12,100.00
65,800 C-yd.sta.	Long Overhaul	0.30	19,740.00
0.77 mile	Finishing Roadbed and Slopes	500.00	385.00
1,100 lin.ft.	Rounding Cutbanks	0.15	165.00
42 lin.ft.	12-inch Corrugated Metal Pipe	3.00	126.00
330 lin.ft.	36-inch Corrugated Metal Pipe	11.35	3,745.50
570 lin.ft.	18-inch Concrete Pipe	4.00	2,280.00
140 lin.ft.	24-inch Concrete Pipe	5.45	763.00
250 lin.ft.	36-inch Concrete Pipe	9.60	2,400.00
2,950 lin.ft.	6-inch Perforated Metal Drain Pipe, Uncoated	1.50	4,425.00
350 lin.ft.	96-inch Structural Plate Pipe, 10-Gage	48.00	16,800.00
550 cu.yd.	Special Backfill in Drains	6.00	3,300.00
160 cu.yd.	Class "A" Concrete	49.00	7,840.00
32,500 lbs.	Metal Reinforcement	0.115	3,737.50
130 cu.yd.	Paved Culvert Inlets and Outfalls	30.00	3,900.00
17,300 cu.yd.	Selected Roadbed Topping	0.55	9,515.00
17,700 yd.mi.	Hauling RoadbedTopping	0.18	3,186.00
3,200 cu.yd.	3/4" - 0 Material in Leveling Course	3.50	11,200.00
450 M-gal.	Sprinkling	2.50	1,125.00
400 cu.yd.	3/4" - 0 Material in Binder Course	4.75	1,900.00
1,130 cu.yd.	Furnishing and Placing Aggregates	4.75	5,367.50
60 tons	Furnishing and Placing RC-3 Asphalt	45.00	2,700.00
75 tons	Furnishing and Placing 150-200 Asphalt	42.00	3,150.00
40 tons	Furnishing and Placing RS-1 Asphalt	45.00	1,800.00
			$309,383.00

Type Code 6201
4-lane Roadway (Sta. 3265+00 to Sta. 3299+50) (Sta. 3379+50 to Sta. 3387+00)

40 cu.yd.	Drainage Excavation	3.00	120.00
450 cu.yd.	Island Backfill	1.50	675.00
300 cu.yd.	Furnishing and Placing Topsoil	1.75	525.00

450 lin.ft.	1¼-inch Electrical Conduit	1.25	562.50
340 lin.ft.	8-inch Corrugated Metal Pipe	2.50	850.00
7 only	Concrete Catch Basins	75.00	525.00
20 cu.yd.	Concrete Curbs	45.00	900.00
200 cu.yd.	Concrete in Islands	45.00	9,000.00
1,500 lin.ft.	Metal Guard Rail	2.50	3,750.00
1,850 cu.yd.	3/4" - 0 Material in Base and Shoulders	2.00	3,700.00
40 M-gal.	Sprinkling	2.50	100.00
0.80 mile	Preparation of Base	200.00	160.00
540 cu.yd.	3/4" - 0 Material in Binder Course	3.25	1,755.00
89 tons	RC-3 Asphalt in Binder Course	40.00	3,560.00
11,400 tons	Class "B" Asphaltic Concrete	5.50	62,700.00
14 tons	Furnishing and Placing RS-1 Asphalt	42.00	588.00
25 cu.yd.	Aggregates in Pavement Seal	3.50	87.50
1,140 lin.ft.	Asphaltic Concrete Traffic Markers	1.00	1,140.00
			$ 90,698.00
	Subtotal		400,081.00
	10% Engr. & Cont.		40,008.10
			$440,089.10

Length of Roadway 0.773 mile
Cost of Roadway per mile $569,326.13

Type Code 3210
2-lane Roadway (Sta. 3299+50 to Sta. 3379+50)(Contract No. 4298)

All Required	Clearing and Grubbing (65%)		42,250.00
All Required	Removal of Bridges		6,500.00
2,860 cu.yd.	Drainage Excavation, Unclassified	2.00	5,720.00
308,500 cu.yd.	General Excavation, Unclassified	0.635	195,897.50
598,000 yd.sta.	Short Overhaul	0.01	5,980.00
12,200 C-yd.sta.	Long Overhaul	0.30	3,660.00
1.52 miles	Finishing Roadbed & Slopes	500.00	760.00
3,100 lin.ft.	Rounding Cutbanks	0.15	465.00
90 lin.ft.	18-inch Corrugated Metal Pipe	4.15	373.50
90 lin.ft.	24-inch Corrugated Metal Pipe	6.20	558.00
100 lin.ft.	36-inch Corrugated Metal Pipe	11.35	1,135.00
280 lin.ft.	18-inch Concrete Pipe	4.00	1,120.00
90 lin.ft.	30-inch Concrete Pipe	7.45	670.50
100 lin.ft.	36-inch Concrete Pipe	9.60	960.00
650 lin.ft.	6-inch Perforated Metal Drain Pipe, Uncoated	1.50	975.00
130 cu.yd.	Special Backfill in Drains	6.00	780.00
40 cu.yd.	Class "A" Concrete	49.00	1,960.00
5,100 lbs.	Metal Reinforcement	0.115	586.50
220 cu.yd.	Paved Culvert Inlets and Outfalls	30.00	6,600.00

14,000 cu.yd.	Selected Roadbed Topping	0.55	7,700.00
26,200 yd.mi.	Hauling Roadbed Topping	0.18	4,716.00
2,700 cu.yd.	3/4" - 0 Material in Leveling Course	3.50	9,450.00
350 M-gal.	Sprinkling	2.50	875.00
250 cu.yd.	3/4" - 0 Material in Binder Course	4.75	1,187.50
720 cu.yd.	Furnishing and Placing Aggregates	4.75	3,420.00
40 tons	Furnishing and Placing RC-3 Asphalt	45.00	1,800.00
45 tons	Furnishing and Placing 150-200 Asphalt	42.00	1,890.00
30 tons	Furnishing and Placing RS-1 Asphalt	45.00	1,350.00
400 rods	Type 2 Fence	4.50	1,800.00
1 only	14' x 50" Metal Gate	45.00	45.00
	Subtotal		$311,184.50

Type Code 6201
2-lane Roadway (Sta. 3299+50 to Sta. 3379+50)

1,400 cu.yd.	3/4" - 0 Material in Base	2.00	2,800.00
35 M-gal.	Sprinkling	2.50	87.50
1.49 miles	Preparation of Base	200.00	298.00
250 cu.yd.	3/4" - 0 Material in Binder Course	3.25	812.50
40 tons	RC-3 Asphalt in Binder Course	40.00	1,600.00
5,100 tons	Class "B" Asphaltic Concrete	5.50	28,050.00
10 tons	Furnishing and Placing RS-1 Asphalt	42.00	420.00
35 cu.yd.	Aggregate in Pavement Seal	3.50	122.50
			$ 34,190.50
	Subtotal		345,375.00
	10% Engr. & Cont.		34,537.50
	Total		$379,912.50

Length of Roadway	1.517 miles
Cost of Roadway per mile	$250,438.71

Type Code X221
Boomer Hill Road Overcrossing (Sta. 3282+38 to Sta. 3283+62)

640 cu.yd.	Structural Excavation	8.00	5,120.00
60 cu.yd.	Excavation Below Elevation Shown	10.00	600.00
580 lin.ft.	Furnish Steel Piling	4.50	2,610.00
14 only	Drive Steel Piles	55.00	770.00
480 cu.yd.	Class "A" Concrete	62.00	29,760.00
122,000 lbs.	Metal Reinforcement	0.115	14,030.00
40 lin.ft.	8-inch Metal Drain Pipe	4.00	160.00
	Subtotal		$ 53,050.00
	10% Engr. & Cont.		5,305.00
			$ 58,355.00

Length of Structures 0.023 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
4-lane Roadway	$440,089.10	$290,601.00	$149,488.10
2-lane Roadway	379,912.50	250,866.00	129,046.50
Structure	58,355.00	38,533.00	19,822.00
	$878,356.60	$580,000.00	$298,356.60

Booth Ranch-Myrtle Creek
Contract No. 4298

IN-11 (25)

FINAL COST ANALYSIS

W. C. WILLIAMS

Grading
Kuckenberg Construction Company
C. T. Keasey, Resident Engineer

March 27, 1957
Pacific Highway
Prefix: 10-1061-201 (41)

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Clearing and Grubbing	100%	All	$16,716.00	$65,000.00	$ 16,716.00	$ 65,000.00
Removal of Bridges	100%	All	207.22	6,500.00	207.22	6,500.00
Drainage Excav., Unclass.	5828.12	Cu. Yd.	1.447	2.00	8,434.77	11,656.24
Gen. Excav., Unclass.	676,944.7	Cu. Yd.	0.607	0.635	411,016.97	429,859.88
Short Overhaul	1,955,879.6	Yd. Sta.	0.0095	0.01	18,701.42	19,558.80
Long Overhaul	60,678	C-yd. Sta.	0.286	0.30	17,405.45	18,203.40
Finish R/B & Slopes	2.33	Mile	500.03	500.00	1,176.73	1,165.00
Rounding Cutbanks	10,834	Lin. Ft.	0.131	0.15	1,426.76	1,625.10
12" Corr. Metal Pipe	39	Lin. Ft.	2.676	3.00	104.38	117.00
18" Corr. Metal Pipe	170	Lin. Ft.	3.74	4.15	635.95	705.50
24" Corr. Metal Pipe	380	Lin. Ft.	5.18	6.20	1,970.48	2,356.00
36" Corr. Metal Pipe	82	Lin. Ft.	8.88	11.35	728.34	930.70
18" Concrete Pipe	1,410	Lin. Ft.	3.36	4.00	4,743.34	5,640.00
24" Concrete Pipe	213	Lin. Ft.	4.83	5.45	1,030.20	1,160.85
30" Concrete Pipe	108	Lin. Ft.	6.39	7.45	690.86	804.60
36" Concrete Pipe	426	Lin. Ft.	7.93	9.60	3,380.44	4,089.60
6" Perf. Metal Drain Pipe, Uncoated	2,537	Lin. Ft.	1.23	1.50	3,125.72	3,805.50
96" Struc. Plate Pipe, 10 Ga.	266	Lin. Ft.	40.29	48.00	10,719.01	12,768.00
Special Backfill in Drains	733	Lin. Ft.	4.95	6.00	3,634.30	4,398.00
*Class "A" Conc.	197.033	Cu. Yd.	47.00	49.00	9,260.55	9,654.62
*Metal Reinforcement	39,390.68	Lb.	0.115	0.115	4,529.93	4,529.93
Pave, Culv. Inlets and Outlets	67,844	Cu. Yd.	16.03	30.00	1,087.83	2,035.32
**Sel. R/B Topping	36,379	Cu. Yd.	0.46	0.55	16,980.43	20,008.45
**Haul R/B Topping	117,674	Yd. Mile	0.16	0.18	19,181.26	21,181.32

Contract No. 4298

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
**3/4"-0 Mat'l in Leveling Course	12,097	Cu. Yd.	$ 3.21	$ 3.50	$ 38,907.40	$ 42,339.50
**Sprinkling	7,892	M/gal.	1.70	2.50	13,413.91	19,730.00
**3/4"-0 Mat'l in Binder Course	400	Cu. Yd.	4.75	4.75	2,280.00	2,280.00
Type 2 Fence	365.636	Rod	5.97	4.50	2,183.16	1,645.36
14'x50" Gate	1	Each	34.74	45.00	34.74	45.00
PA #1 Excav. Subgrade Mat'l	52,137	Cu. Yd.	0.607	0.635	31,655.73	33,107.00
PA #1 Short Overhaul	312,822	Yd. Sta.	0.0095	0.01	2,991.06	3,128.22
PA #1 Long Overhaul	51,337.5	C-yd. Sta.	0.286	0.50	24,543.55	25,668.75
PA #2 Cement Adj. Favor of State	12	Bbl.		4.7124		- 56.55
PA #3 Emuls Asph SS-1	56.88	Ton	47.33	59.50	2,692.33	3,384.36
PA #4 Extra Allow. on Excavation	45,083.6	Cu. Yd.	0.397	0.415	17,889.51	18,709.69
PA #5 18" Conc. Pipe	15	Lin. Ft.	1.95	1.95	29.25	29.25
PA #5 Purchase Excess 12" CMP, Coated	20	Lin. Ft.	1.83	1.83	36.60	36.60
PA #5 Purchase Excess 12" Conc. Bands, Coated	1	Each	1.83	1.83	1.83	1.83
PA #5 Purchase Excess 6" CMP, Coated	520	Lin. Ft.	1.04	1.04	540.80	540.80
PA #5 Purchase Excess 6" CMP Bands	20	Each	1.03	1.030	20.60	20.60
PA #5 Purchase Excess 6" CMP, Uncoated	15	Lin. Ft.	0.67	0.67	10.05	10.05
PA #6 Furnish & Place SC-4 Asphalt	44.525	Ton	45.00	45.00	2,003.40	2,003.63
PA #7 Gen. Excav., Unclassified	14,960.1	Cu. Yd.	0.605	0.635	9,083.20	9,499.66
PA #7 Short Overhaul	24,192	Yd. Mile	0.0095	0.01	231.49	241.92
PA #8 Extra Allowance on **3/4"-0 Mat'l in Base & Shoulders	3,565	Cu. Yd.	1.50	1.50	5,347.50	5,347.50

Contract No. 4298

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Force Account						
TOTAL					$ 45,088.00	$ 49,066.27
					$755,872.45	$864,533.25
Deductions for material furnished contractor						
18" Corr. Metal Pipe Band	1	Each		$4.25		- 4.25
36" Concrete Culvert Pipe	9	Lin. Ft.		5.60		- 50.40
					$755,872.45	$864,478.60

Gross Revenue	$864,478.60
Total Cost	755,872.45
Net Profit	$108,606.15

Net Profit Equals 12.5% of Gross Revenue

* Work done all or in part by Lockyear and White
** Work done all or in part by Warren Northwest Company

DETAIL OF COST

Labor:						
Labor					$286,857.84	
Labor Insurance					15,261.06	
Health and Welfare					7,760.55	
						$309,879.45
Materials:						
12" CMP	59	Lin.Ft.	At	$ 1.83	$ 107.97	
Bands	2		"	1.83	3.66	
18" CMP	170	Lin.Ft.	"	2.59	440.30	
Bands	7		"	2.59	18.13	
24" CMP	380	Lin.Ft.	"	4.04	1,535.20	
Bands	17		"	4.04	68.68	
36" CMP	82	Lin.Ft.	"	7.90	647.80	
Bands	3		"	7.90	23.70	
18" Concrete Pipe	1,425	Lin.Ft.	"	1.95	2,778.75	
24" Concrete Pipe	213	Lin.Ft.	"	2.80	596.40	
30" Concrete Pipe	108	Lin.Ft.	"	4.80	432.00	
36" Concrete Pipe	426	Lin.Ft.	"	5.50	2,343.00	
6" Perf. Metal Pipe, Uncoated	2,552	Lin.Ft.	"	0.67	1,709.84	
Bands	125		"	0.67	83.75	
96" Struc. Plate Pipe, 10 Ga.	266	Lin.Ft.	"	32.21	8,567.86	
Spec. Backfill Mat'l	733	Cu. Yd.	"	2.937	2,153.21	
Cement	175	Sacks	"	1.80	315.00	
3/4"-0 Aggregate	2,247	Cu. Yd.	"	1.99	4,471.53	
Fencing Material					1,236.05	
14'x50" Gate	1	Only	"	26.50	26.50	
6" Corr. Metal Pipe, Coated	520	Lin.Ft.	"	1.04	540.80	
Bands	20		"	1.03	20.60	
Solvent					7.94	
SS-1 Emul. Asphalt	55.88	Ton	"	27.60	1,569.89	
Freight	55.88	Ton	"	6.50	369.72	
						$ 30,068.28
Equipment Rentals and Miscellaneous Expenses:						
Equipment Rental					$238,995.30	
Gas, Oil, and Grease					30,996.83	
Bond					3,609.45	
Liability Insurance					3,237.93	
Powder and Caps					31,663.25	
Small Tools					1,272.44	
Drill Steel and Bits					4,795.16	
Home Office and General Overhead					40,037.83	
						$354,608.19
Paid Warren Northwest Company					$ 47,526.05	
Paid Lockyear and White					13,790.48	
						$ 61,316.53
						$755,872.45

Remarks:

This was a "Federal Aid Project" located on the Pacific Highway in Douglas County. The northerly end of the project was 0.15 mile north of the junction of the Boomer Hill County Road with the Pacific Highway, just north of the crossing of Van Tyne Creek and approximately 2.5 miles north of the north corporate limits of Myrtle Creek. The southerly end of the project was about 0.17 mile northwesterly of the westerly end of Myrtle Creek Bridge at the north city limits of Myrtle Creek. The overall length of the project was 2.38 miles.

The work to be done under the contract consisted of the construction of two reinforced concrete box culverts; 2.29 miles of highway roadbed; 2.29 miles of selected roadbed topping; 2.29 miles of leveling course; 2.29 miles of Type 0-9 oil mat wearing surface with a bituminous binder course and the performance of such additional and incidental work called for in the plans and specifications.

The project was bid by Kuckenberg Construction Company on September 23, 1954 and was awarded to them on October 5, 1954. The project was completed on July 21, 1956 and accepted on November 8, 1956.

The contractor began moving in his grading equipment on October 1, 1954 consisting of six D-8 Caterpillar tractors with bulldozers, three Caterpillar "80" scrapers, nine Euclid 12-cubic yard dump trucks, one 600-cubic yard cat mounted drill, one 500 compressor, four wagon drills, one 2½-cubic yard shovel, one 3/4-cubic yard shovel, one #12 Caterpillar power grader, and other necessary equipment, for working the project.

On October 2, 1954, he began clearing on the project, using two D-8 Caterpillar tractors, a power saw, and a crew of 15 men. This work progressed rapidly and the contractor had completed practically all the clearing by the week ending November 20, 1954. A high bid price resulted in an exceptionally large profit on this item.

At the same time the contractor began clearing, he began his excavating by drilling operation in the rock cuts. As a large percent of the material moved consisted of solid material, the contractor elected to use a 2½ cubic yard shovel to load, and Euclid trucks (12-cubic yard) to haul to locations of deposit and D-8 cats for spreading. The type of material being moved permitted the contractor to work during the winter. Progress on the grading was good and the contractor, having a fair bid price, made a small profit on the item.

The contractor used the State designated source for the selected roadbed topping. He built his own bridge to cross the South Umpqua River. He loaded the material with an 80-D shovel (2½cubic yard) and hauled to the road with 12-cubic yard Euclid trucks. The material was spread with D-8 Caterpillar tractors and #12 Caterpillar motor graders. This item of work shows a fair profit.

As the contractor was required to do a considerable amount of extra work not called for in the original contract, including the removal of several slides, the date of completion was extended to July 21, 1956.

The contractor, having good equipment, supervision, and bid prices, made a good profit.

M. N. Juve
Chief Cost Analyst
By F. W. Sugnet

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 22, 1957

(CONTRACT NO.) IN-78(25)	(EST. NO.)	(CONTRACTOR)
4298	24-Post-Final	Kuckenberg Construction Co.
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
6300	H-176636	$ 5,347.50	3/22/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Oct. 15, 1955

Time Extensions: to July 21, 1956

Completion Date: July 21, 1956

Date Accepted: Nov. 8, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-22-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: [illegible]

Ruth Rawlings

NOTED ON CARD

RECEIVED
MAR 13 1957
FOR FILING

IN-78(25)

4575

March 18, 1957

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower
San Francisco, Calif.

Gentlemen:

The State Highway Commission will make a post-final payment to Kuckenberg Construction Company in connection with contract No. 4298, covering Booth Ranch-Myrtle Creek Unit, Shady-Canyonville Section of the Pacific Highway in Douglas County, as soon as the warrant is received from the Secretary of State.

This post-final payment is in the amount of $5,347.50. The revised total contract amount is $864,478.60, of which amount $49,066.27 represents force account items.

We are sending you this notice as you appear as the surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett,Barton,Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

A

file

RECEIVED
FEB 19 1957
FOR FILING

IN 78 (25)

4298

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

[illegible], Oregon
[illegible]

SUBJECT: [illegible]
Pacific Highway
Contract [illegible]

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

I am submitting herewith Price Agreement No. [illegible] which covers reimbursement to the contractor for a portion of the 3/4"-0 [illegible] in the leveling course and shoulders in the subject named job. The reason for this reimbursement is as follows:

1. Kuckenberg Construction Company had Warren Northwest to produce the crushed rock used in the subject contract.

2. Warren Northwest produced this rock, plus [illegible] allowance for overrun, and moved their plant out.

3. Due to an unusually bad traffic situation on this stretch of road and the necessity for reshaping as a result of a winter [illegible], a large overrun of 3/4"-0 was generated.

4. In order to furnish the actual needs for this job, Kuckenberg Construction Company had to secure 3,5[illegible]5 cubic yards of additional material from the Roseburg Sand and Gravel Company.

5. Cost to Kuckenberg, plus the additional haul necessary, was $1.50 per cubic yard. (Additional cost over that paid Warren Northwest.

6. Contract amount of 3/4"-0 on this job was [illegible] yards. [illegible] used 12,297 yards in the construction of the job, [illegible] yard overrun in this item. It is only proposed under this price agreement to give reimbursement to Kuckenberg Construction Company for [illegible] yards which was bought from the Roseburg Sand and Gravel Company. This leaves 2,632 yards of overrun for which no extra reimbursement has been asked. Contract bid price for 3/4"-0 was $2.50 per cubic yard.

In view of the above it is therefore recommended that we pay the additional $1.50 per cubic yard on that portion of the overrun which had to be obtained from the Roseburg Sand and Gravel Company.

Tom Edwards
Construction Engineer

By

L. H. Young
Ass't Construction Engineer

LHY:jc

Encl.

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
February 13, 1957

SUBJECT: Booth Ranch - Myrtle Creek Unit
Shady - Canyonville Section
10-1001 Contract No. 4298

To: Tom Edwards
Construction Engineer

Attention: L N Young

I enclose Price Agreement No. 6 Booth Ranch - Myrtle Creek Unit of Shady-Canyonville Section, Pacific Highway, Contract No. 4298.

The order makes an adjustment for extra 3/4"-0 material required beyond the quantities given in the contract and was the cause of extra expense to the contractor.

This order is as approved by yourself in your letter of January 17, and your approval is recommended.

L. R. Chandler
Ass't Division Engineer

sc
Enc.

RECEIVED
FEB 20 1957
FOR FILING
IN-78(25)

OREGON STATE HIGHWAY DEPARTMENT

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

4298

Project Name: Booth Ranch-Myrtle Creek Unit Shady-Canyonville Section
Date: Jan. 21, 1957
Highway: Pacific
Contract No.: 4298
County: Douglas
Prefix: 10-1001
Contractor: Kuckenberg Construction Co. Inc.
F. A. Project No.: IN 78(25)
Address: 11104 N. E. Holman St., Portland, Oregon
Price Agreement No.: ~~#~~ 8

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: To make an adjustment with the contractor for the additional 3/4-0 material required to bring the roadbed section back to proper grade and section after the winter of 1955-56. The additional cost of $1.50 per yard was the difference between $2.00 paid to the Roseburg Sand and Gravel Co. by the contractor and the cost of $1.00 per cubic yard that it would have cost the contractor to crush it at his own plant, plus 15 cents a yard mile for the additional haul required.

Locations by station numbers:

3265+00 to 3390+30

Names of pay items, estimated quantities and agreed prices:

Extra allowance on
3/4-0 in base and shoulders 3,565 cu.yds. at $1.50 per yd. = $5,347.50

Specifications, basis of measurement and other provisions:

Standard specifications for highway construction, issue of May 1, 1954 to govern with respect to all construction and other details.
Material in place

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$843,138.44
Present estimate of project cost, including $5,347.50 for work under this order	$888,025.50
Expected ~~under-run~~ over-run (amount)	$44,887.06
Expected ~~under-run~~ over-run (per cent)	5.3

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer
Approval Recommended: L R Chandler Division Engineer
Approval Recommended: Construction—Bridge—Engineer

Signed: KUCKENBERG CONSTRUCTION CO. Contractor
S Henry Kuckenberg Partner

Approved: [illegible] State Highway Engineer

State Printing 79481

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DEC 21 1956
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OREGON STATE HIGHWAY DEPARTMENT
(date)
December 20, 1956

[illegible]
4298

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4298	23-Final	Kuckenberg Construction Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
27818	H-168654	$ 24,665.72	12/20/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Oct. 15, 1955

Time Extensions: to July 21, 1956

Completion Date: July 21, 1956

Date Accepted: Nov. 8, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-20-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: DEC 20 1956

Ruth Rawlings

RECEIVED
DEC 19 1956
FOR FILING
[illegible]
[illegible]

December 19, 1956

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower
San Francisco, California

Gentlemen:

State Highway Contract No. 4298 for work performed on the Booth Ranch-Myrtle Creek Unit, Shady-Canyonville Section of the Pacific Highway in Douglas County was completed by the contractor, Kuckenberg Construction Company, on July 21, 1956 and was formally accepted by the Highway Commission on November 8, 1956.

Final payment in the amount of $24,665.72 will be released to the contractor on or after December 29, 1956. The total contract amount is $859,131.10, of which amount $49,066.27 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

P.S.
Your letter consenting to immediate release of the final payment was not received by Mr. Glaisyer until this morning as he was at the Commission Meeting on the 17th and 18th. The final warrant will be released to the contractor within a few days.

file

PARTNERS
CHARLES S. BARTON
J. STUART LEAVY
HARRY HOLLISTER
ADDISON P. KNAPP
GIFFORD E. BASS
WILLIAM B. JOHNSON
WILLIAM W. JEWETT
H. HALLOCK BARTLETT
RALPH D. FLOBERG

JEWETT, BARTON, LEAVY & KERN
Insurance Agents and Brokers

LLOYD'S AGENCY
SECOND FLOOR
COMPLETE COVERAGE FULL PROTECTION
PHONE CAPITOL 2-1831
LEWIS BUILDING

PORTLAND 4, OREGON
CABLE ADDRESS: HEWETT, PORTLAND

ASSOCIATES
JOE BATTAGLIA
THOMAS J. FOHL
THOMAS K. SAMMONS
PETER R. SMITH
DEAN L. JONES
JOHN F. DOLAN
HOWARD H. METCALF
WILLIAM A. MISSFELDT
DONALD G. DRAIS

December 14, 1956

Oregon State Highway Department
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Re: Contract Number 4298, Booth Ranch-Myrtle Creek Unit,
of Pacific Highway, Douglas County, Oregon
Kuckenberg Construction Co.

Gentlemen:

As attorney in fact for the Glens Falls Indemnity Company, surety on the bond covering the job in caption please be advised that we give our consent for the release of funds covering the final estimate of the Kuckenberg Construction Co. for this work.

We understand this job was accepted as of July 1956 and that you are not advised of any unpaid claims, debts, dues or demands remaining unsatisfied as a result of this work.

Yours very truly,

NOTED
FLOYD QUERY

JEWETT, BARTON, LEAVY & KERN

William B. Johnson

William B. Johnson, Attorney for
Glens Falls Indemnity Company

WBJ:hp

cc - Kuckenberg Construction Co.
11104 N. E. Holman
Portland, Oregon

cc - Glens Falls Indemnity Company
Mills Tower
San Francisco 4, California

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[illegible] 17 1956
OREGON
STATE HIGHWAY COMMISSION

INSURANCE Service ASSOCIATION OF AMERICA

Over 85 Years of Growth and Service
Established 1870

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4298

Salem, Oregon
November 15, 1956

Booth Ranch-Myrtle Creek
Flood Damage Project

L. H. Young
Asst. Construction Engineer
Office

Reference is made to Emergency Relief Project ER-17(3) (Item No. 24) on the Booth Ranch-Myrtle Creek Section, Kuckenberg Contract No. 4298.

This project consisted of the repair of a fill washout between Stations 3342 and 3352. It was programmed with the BPR at $10,000.

Please ascertain for us the following:

1. Dates between which work was performed.
2. How performed and paid for (extra work, contract excavation or borrow)?
3. If done as extra work, what extra work order was it charged to?
4. If done on contract excavation basis, or as borrow, what yardages of excavation and haul were involved?
5. Itemized estimate of cost.

S. H. Probert
Office Engineer

SHP:ia

Form E-1-10M-1-36

A

O GON STATE HIGHWAY DEPARTM

Field Engineer's Weekly Report

IN-98 (25)
4298

FOR CONSTRUCTION PROJECTS ONLY

Section Booth Ranch - Myrtle Creek Unit Shady - Canyonville Section
For Week Ending October 13, 1956
Highway Pacific
Kind of work Grading & Surfacing
Contractor Kuckenberg Construction Co.
Section prefix 10-1001
Date of contract October 5, 1954
Contract number 4298
Date work started October 7, 1954
Date of completion October 15, 1955
Estimated date of completion ...., 19....
Project authorization . . . . $ 843,138.44
Exclusive of Engineering . . . . $ 792,213.04
Per cent of time elapsed Overran %
Estimated cost of completed project, exclusive of engineering . . . . $ 825,144.00
Estimated per cent overrun or underrun . . . . 4.69 %
Per cent of contract completed, based on total contract price . . . . %
Engineering authorization . . . . $ 50,925.40
Engineering cost to date $ 57,534.47, 113 %
Date project was completed July 21, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Project Completed.

Semi-final estimate sent to Division office October 8, 1956

This is the last weekly report on this project.

Project records turned over to G. L. Decker, who is taking over as Resident Engineer next week.

NOTED
L. H. Young

Noted
M. N. Juve

Signed C. T. Keasey
Address Roseburg

NOTED
C. E. PAULSEN

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 93073

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.29	2.29			
Miles partially completed					
Miles completed	2.29	2.29			
Total estimated quantities (contract)	560,000	37,000			
Total quantities corrected to date	687,000	62,340			
Estimated quantities moved or placed to date	687,000	62,340			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Overcast		
Wednesday	Rain		
Thursday	Overcast		
Friday	Showers		
Saturday			

A

FORM [illegible] REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

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OCT 10 1956
FOR FILING

[illegible] (25)

October 8, 1956

Kuckenberg Construction Co., Inc.
1110½ N. E. Holman St.
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting held on September 27 had under discussion your request for an extension of time from October 15, 1955 to July 21, 1956 within which to complete your contract No. 4298, covering the Booth Ranch-Myrtle Creek Unit, Shady-Canyonville Section of the Pacific Highway in Douglas County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Frank Morgan,
Division Engineer

C. C. Gall,
Resident Engineer

Tom Edwards,
Construction Engineer

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AUG 30 1956
FOR FILING

JA [illegible]

4298

August 30, 1956

Oregon State Highway Commission

Request for extension of time
No. 9
September 27-28 meeting

Gentlemen:

Herewith a request from Kuckenberg Construction Company for an extension of time on the Booth Ranch-Myrtle Creek, Contract No. 4298, from October 15, 1955 to July 21, 1956.

The overrun on this contract was due primarily to extensive slide work during the fall and winter months of 1955. Although there was considerable inconvenience to the public and a slight increase in engineering costs, we were able to have the slide removed by this contractor at considerably less expense than if an outside contractor had been engaged to do the work. I recommend that the extension be granted without penalty, and Mr. C. G. Polk of the Bureau of Public Roads, concurs in this recommendation.

Very truly yours,

W. C. Williams
State Highway Engineer

Attach.

cc Mr. Tom Edwards

EAP:of fn

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RECEIVED
AUG 28 1956
FOR FILING

IN-78 (25)

4298

Salem, Oregon
August 27, 1956

Contract No. 4298

C. T. Kemsey
Resident Highway Engineer
Roseburg, Oregon

At its meeting of August 16, 1956, the Highway Commission approved a second increase in project authorization of $45,000.00 on Contract No. 4298, Booth Ranch-Myrtle Creek Unit, Shady-Canyonville Section of the Pacific Highway in Douglas County.

The present project authorization is $843,138.44. This amount should be used in all future reports for this project.

S. H. Probert
Office Engineer

DHP:ia

cc: F. B. Morgan

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AUG 16 1956

FOR FILING

IN-78 (25)

4298

A

August 15, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
Salem, Oregon

Dear Mr. Polk:

Will you kindly concur in extension of time on the Booth Ranch-Myrtle Creek Unit, Contract No. 4298, Oregon, IN 78 (25), from October 15, 1955 to July 21, 1956 to Kuckenberg Construction Company, contractors.

The overrun on this contract was due primarily to extensive slides during the fall and winter months of 1955. Although there was considerable inconveniense to the public and an increase in engineering costs, it is believed that the slides were not the fault of the contractor, and it was of decided advantage to us to have him available to take care of the removal.

I recommend that this extension be granted, without penalty.

Very truly yours,

Forrest Cooper
Deputy State Highway Engineer

FC:EAP:FP

RECEIVED
AUG 1 1956
FOR FILING

IN-78(25)

4298

July 31, 1956

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 21, 1956 on Contract No. 4298, Booth Ranch-Myrtle Creek Unit, Shady-Canyonville Section, in Douglas County, in connection with Federal Aid Project No. IN-78(25).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc: John Cattrall

WC:mch

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JUL 31 1956
FOR FILING

IA-99 (25)
4295

July 30, 1956

Oregon State Highway Commission

Gentlemen:

On the South [illegible]-Myrtle Creek Unit of US Highway 99, Contract No. [illegible] we will apparently have an overrun of the project authorization of [illegible], which is 5.69 per cent. This overrun is caused by removal of slides, excessive winter maintenance, and the need of placing a considerable amount of surfacing materials.

This matter will be on the agenda, and it is respectfully requested that you authorize additional project authorization on Contract No. [illegible] in the amount of [illegible].

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

WC:hi
cc Mr. Forrest Cooper
Mr. S. H. Probert
Mr. C. H. Maison

Form No. E-373—10M—7-55

IN- [illegible]

OREGON STATE HIGHWAY DEPARTME

Report on Expected Over-run of Project Authorization

Project Name Booth Ranch - Myrtle Creek Unit Shady - Canyonville Section

Date July 17, 1956

Highway Pacific

Contract No. 4298

County Douglas

Kind of Work Grading & Surfacing

Contractor Ruckenberg Construction Co.

Contract Amount $ 620,567.50

Expected over-runs and under-runs in contract items:

Major items, itemized:

	Quantity	Unit Price	Amount
4. General Excavation, Unclassified	+ 70,000 Cu. Yd.	0.635	+ 44,450.00
22. Paved Culvert Inlets & Outfalls	- 270 Cu. Yd.	30.00	- 8,100.00
24. Hauling Roadbed Topping	73,778 Yd. Mi.	0.18	+ 13,280.04
25. 3/4"-0 Mat'l in Leveling Course	6,197 Cu. Yd.	3.50	+ 21,689.50
26. Sprinkling	7,092 M-Gal	2.50	+ 17,730.00
28. Furn. & Placing Aggregates	1,850 Cu. Yd.	4.75	- 8,787.50
30. Furn. & Placing 150-200 Asphalt.	120 Tons	42.00	- 5,040.00
Minor items, unitemized algebraic total			- 5,535.49

Subtotal $ 69,686.55

Approved work orders (Price, extra work and state force orders) $ 100,849.40

Expected over-runs and under-runs in work orders:

Major items, itemized:

		Amount
P.A. No. 1. Selected Subgrade Materials	Overrun	3,502.35
EWO. No. 1. Drill & Shoot Rocks in River	"	2,226.99
EWO. No. 2. Construct Detour	"	2,130.30
EWO. No. 4. Extra Clearing	"	6,960.68
EWO. No. 6. Slide Removal	"	17,549.89
Minor items, unitemized algebraic total		900.63

Subtotal $ 33,270.84

Authorization for engineering $ 50,925.40

Expected over-run or under-run of engineering authorization $ 5,074.60

Costs not included above (explain) Borrow placed on project under contract #4223. $ 23,416.20

Allowance for future contingencies (0 % of work remaining) $

Credits to come from transfers and deductions Sel. subgrade Mat'l placed on contract 4223 $ -60,250.87

Present estimate of project cost $ 843,539.62

Brief Statement of principal causes of over-run:

Item 4. General Excavation, Unclassified:

The neat construction cross-section volumes, after removal of approximately 36,500 cu.yds., solid measure, on P.A. #1, total 532,469.9 cu.yds. Of this quantity, approximately 60,000 cu.yds. was generated by laying back the cut slopes on the southerly end of the project to eliminate a potential slide condition, and another (Over)

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

	716,138.44
	82,000.00
Project authorization	$ 798,138.44
Present estimate of project cost	$ 843,539.62
Expected over-run (Amount)	$ 45,401.18
Expected over-run (per cent)	5.69%

Space to right of this line is for use of Salem office.

Submitted by: L. F. Kasey, Resident Engineer

Confirmed by: L R Chandler, Division Engineer

Noted by: L. H. Young, Construction or Bridge Engineer

Noted by: Deputy or Assistant State Highway Engineer

State Printing 86719

10,500 cu.yds. was added by daylighting the area between the old and new lines from Station 3335 to 3341. In addition to the above quantity there were approximately 100,000 cu.yds. in slides and overbreak on the project which were removed as General Excavation, bringing the total to 630,000 cu.yds. for an overrun of 70,000 cu.yds. over the contract amount. An additional 10,000 cu.yds. has been added to the estimate corrected to date since the previous report of overrun which was submitted April 16.

Item 22. Paved Culvert Inlets & Outfalls:

This item underran by $8,100.00 due to the elimination of several of the paved outfalls which emptied onto the heavy rock slope protection, making the paved outfall unnecessary.

Item 24. Hauling Roadbed Topping:

This section was originally set up as a single unit from the Booth Ranch Bridge to Myrtle Creek, with three gravel bars, the Forrest Bar, the Little Forrest Bar, and the City of Myrtle Creek Bar specified as material sources. It was subsequently split into two units, i.e., the Booth Ranch Unit and the Booth Ranch-Myrtle Creek Unit. The Booth Ranch Unit was let specifying the Forrest Bar and the Little Forrest Bar as material sources. The Booth Ranch-Myrtle Creek Unit was subsequently let specifying the City of Myrtle Creek Bar. Under the original plan, the most economical haul was computed, taking material from each of the three bars. When the project was split into two separate units, no adjustment was made to provide for the increased haul distance from the City of Myrtle Creek Bar, from which the material had to be hauled southerly to Myrtle Creek and then back northerly to the project, since the bar was located on the opposite side of the So. Umpqua River. This item has increased by $3,182.00 since the previous report of overrun.

Item 25. 3/4"-0 Material in Leveling Course:

This item overran by more than 100% due mostly to the necessity of releveling the portions of the project from Boomer Hill to Myrtle Creek which had been under traffic and maintenance through the winter.

Item 26. Sprinkling:

This item overran due to the necessity of maintaining the roadway and alleviating bad dust conditions throug all the 1955 construction season and the first part of the 1956 season.

Items 28 & 30. Furn. & Placing Aggregates:
Furn. & Placing 150-200 Asphalt:

These items were eliminated from the contract due to the lateness of the season in 1955. It was planned to place an C-9 Oil Mat on the project to carry traffic until the pavement could be placed this year.

Price Agreement No. 1. Selected Subgrade materials placed on Contr. # 4223(Booth Ranch Unit)

The quantities required for the 18-inch depth of this material on the above unit were slightly underestimated.

E.W.O. No. 1. Drill & Shoot Rocks in River:

This work overran partially because of additional work done after the December, 1955, flodds and partially because of higher than anticipated costs on the work originally planned.

E.W.O. No. 2. Construct Detour:

The major cause of the overrun on this order was the extensive repair and maintenance work required during the extreme high water and heavy rains in December 1955 and January 1956.

E.W.O. No. [illegible]. Extra Clearing:

This order was exceeded because of numerous slides which occurred after the order was written, necessitating additional clearing to be done.

E.W.O. No. 6. Slide Removal:

This order was written to cover slide removal work which did not lend itself readily to actual measurement of quantities due to continued movement of the material. Much additional work was required than was anticipated at the time the order was written.

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JUL 6 1956
FOR FILING

IN-78 [illegible]

[illegible]

July 5, 1956

Glens Falls Indemnity Co.
Pacific Coast Dept.
6th Floor Mills Tower
San Francisco 4, Calif.

Gentlemen:

It is the intention of the State Highway Commission to release to Kuckenberg Construction Co., Inc., assigned to Kuckenberg Construction Co., a portion of the funds heretofore retained by the Commission on contract No. 4298, covering work performed on the Booth Ranch-Myrtle Creek Unit, Shady-Canyonville Section of the Pacific Highway in Douglas County.

This payment, in the amount of $22,581.94 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $23,960.62. The present payment will be released on or after July 16, 1956.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

[illegible]

cc - Glens Falls Indemnity Company
Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland, Oregon (4)

NOTED ON CARD

7-5-56

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JUL 5 1956
FOR FILING

IN-[illegible]
[illegible]

July 3, 1956

Kuckenberg Construction Co.
P. O. Box 7407
Portland 20, Oregon

Gentlemen:

Mr. Edwards has forwarded to us your letter of June 26 requesting release of a part of the retainage in connection with your contract for grading work on the Booth Ranch-Myrtle Creek Section, Contract No. 4298.

In line with this request, a voucher is being prepared and will be forwarded to you today, in which the retainage will be reduced from 7½ per cent of the contract amount to 3 per cent of the amount earned to June 10, 1956, which is the minimum to which release may be made, under the law, in advance of full completion of work. The amount to be paid under this voucher is $22,581.94 and the amount then retained is $23,960.62.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:ia

cc: Forrest Cooper
Tom Edwards

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JUN 8 - 1956
FOR FILING

IN-71 1251

[illegible]

Salem, Oregon
June 8, 1956

Contract No. 4298
Booth Ranch-Myrtle Creek Unit,
Shady-Canyonville Section

Mr. C. T. Keasey
Resident Highway Engineer
Roseburg, Oregon

At its meeting of June 4, 1956, the Highway Commission authorized an increase of $82,000 in Project Authorization for Contract No. 4298, Booth Ranch-Myrtle Creek Unit, Shady-Canyonville Section of the Pacific Highway in Douglas County.

The present authorization is $798,138.44. This amount should be used in all future reports.

S. H. Probert
Office Engineer

DEP:ia

cc: Tom Edwards

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MAY 21 1956
FOR FILING

[illegible]

1295

May 17, 1956

Oregon State Highway Commission

Gentlemen:

During the excessive, heavy rains of December, January, and early February, we had some extremely bad slides on the new construction project under way between Booth Ranch and Myrtle Creek on U.S. 99. There were approximately 9[illegible] cubic yards of material in slides that occurred on the project, and in addition to removal of the slides it was found necessary to flatten the slopes to prevent further slides, involving an additional 6[illegible] cubic yards. This major overrun of quantities by reason of slides and flattening slopes, together with haul to dispose of the material, will result in an overrun of the project authorization of approximately $82,[illegible], which represents an overrun of 11.37 per cent.

This matter will be on the next agenda, and it is respectfully requested that you approve additional project authorization on the Booth Ranch-Myrtle Creek Unit of the Shady-Canyonville Section, Contract No. 4298, in the amount of $82,[illegible].

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me

cc Mr. S. H. Probert
Mr. Forrest Cooper
Mr. C. H. Maison

Form No. E-372—10M—7-55

REGON STATE HIGHWAY DEPARTMEN

Report on Expected Over-run of Project Authorization

Project Name Booth Ranch - Myrtle Creek Unit Shady - Canyonville Section
Date April 16, 1956
Highway Pacific
Contract No. 4298
County Douglas
Kind of Work Grading & Surfacing
Contractor Kuckenberg Const. Co., Inc.
Contract Amount $620,567.50

Expected over-runs and under-runs in contract items:

Major items, itemized:

Item No.		Quantity		Unit Price	Amount
4.	General Excavation, Unclassified	+ 60,000	cu.yds.	$0.635	+ $38,100.00
22.	Paved Culvert Inlets & Outfalls	- 250	cu.yds.	30.00	- 7,500.00
24.	Hauling Roadbed Topping	+ 56,100	cu.yds.	0.18	+ 10,098.00
25.	3/4"-0 Mat'l in Leveling Course	+ 2,600	cu.yds.	3.50	+ 9,100.00
26.	Sprinkling	+ 3,800	cu.yds.	2.50	+ 9,500.00
28.	Furn. & Placing Aggregates	- 1,850	cu.yds.	4.75	- 8,787.50
30.	Furn. & Placing 150-200 Asphalt	- 120	Tons	42.00	- 5,040.00

Minor items, unitemized algebraic total - 12,207.90

Subtotal $32,262.60

Approved work orders (Price, extra work and state force orders) $81,759.40

Expected over-runs and under-runs in work orders:

Major items, itemized:

			Amount
P.A.#1	Selected Subgrade Materials	Overrun	$ 3,502.35
E.W.O. #1	Drill & Shoot Rocks in River	"	2,226.99
E.W.O. #2	Construct Detour	"	1,553.11
E.W.O. #4	Extra Clearing	"	4,100.00
E.W.O. #6	Slide Removal	"	15,000.00

Minor items, unitemized algebraic total " 317.06

Subtotal $26,699.51

Authorization for engineering $50,925.40

Expected over-run or under-run of engineering authorization $3,074.60

Costs not included above (explain) P.A.#4(Submitted)Adjustment for Exc. in Boomer Hill 19 20,090.00
Borrow placed on project under Contract # 4223 $23,416.20

Allowance for future contingencies (——% of work remaining) $——

Credits to come from transfers and deductions Sel. Subgrade Mat'l placed on Contract # 4223 $-60,250.87

Present estimate of project cost $7 798,544.34

Brief Statement of principal causes of over-run:

General Excavation, Unclassified:

The neat construction cross-section volumes, after removal of approximately 36,500 cu.yds, solid measure, on P.A.# 1, total 532,469.9 cu.yds. Of this quantity, approx. 60,000 cu.yds. was generated by laying back the cut slopes on the southerly end of the project to eliminate a potential slide condition, and another 10,500 cu.yds. was added by daylighting the (over)

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem office.
Project authorization	$716,138.44	✓
Present estimate of project cost	$798,544.34	797,544.34
Expected over-run (Amount)	$82,405.90	81,405.90
Expected over-run (per cent)	11.51%	11.37

Submitted by: Resident Engineer

Confirmed by: L R Chandler Division Engineer

Noted by: Construction or Bridge Engineer

Noted by: Deputy or Assistant State Highway Engineer

State Printing 86719

area between the old and new lines from Sta 3335 to Sta. 3341. In addition to the above quantity, there were approx. 90,000 cu.yds. in slides and overbreak on the project which were removed as General Excavation, bringing the total to 620,000 cu.yds. for an overrun of 60,000 cu.yds. over the contract amount.

Paved Culvert Inlets & Outfalls:

This item underran by $7,500.00 due to the elimination of several of the paved outfalls which emptied onto the heavy rock slope protection, making the paved outfall unnecessary.

Hauling Roadbed Topping:

This section was originally set up as a single unit from the Booth Ranch Bridge to Myrtle Creek, with three gravel bars, The Forrest Bar, the Little Forrest Bar, and the City of Myrtle Creek Bar specified as material sources. It was subsequently split into two units,i.e., the Booth Ranch Unit and the Booth Ranch - Myrtle Creek Unit. The Booth Ranch Unit was let specifying the Forrest Bar and the Little Forrest Bar as material sources. The Booth Ranch-Myrtle Creek Unit was subsequently let specifying the City of Myrtle Creek Bar. Under the original plan, the most economical haul was computed, taking material from each of the three bars. When the project was split into two separate units, no adjustment was made to provide for the increased haul distance from the City of Myrtle Creek Bar, from which the w material had to be hauled southerly to Myrtle Creek and then back northerly to the project, since the bar was located on the opposite side of the So. Umpqua River.

3/4"-0 Material in Leveling Course:
Sprinkling:

These items overran due to the necessity of maintaining the roadway and alleviating bad dust conditions through all the 1955 construction season and the early 1956 season.

Furn & Placing Aggregates:
Furn. & Placing 150-200 Asphalt:

These items were eliminated fromthe contract due to the lateness of the season in 1955. It was planned to place an 0-9 oil mat on the project to carry traffic until the pavement was placed in 1956.

Price Agreement No. 1. Selected Subgrade materials placed on Contract No. 4223(Booth Ranch Unit)

The quantities required for the 18-inch depth of this material on the above unit were slightly underestimated.

E.W.O. No. 1. Drill & Shoot Rocks in River:

This work overran partially because of additional work done after the December,1955. floods, and partially because of higher than anticipated costs on the work done as originally planned.

E.W.O. No. 2 Construct Detour: The major cause of the overrun on this order was extensive repair work and maintenance during the extreme high water and heavy rains in Dec. & Jan. of 1955 and 1956, respectively.

E.W.O. No. 4 Extra Clearing: This order was exceeded because of numerous slides which occurred after the order was written, necessitating additional clearing to be done.

E.W.O. No. 6 Slide Removal: This order was written to cover slide removal work which did not lend itself readily to actual measurement of quantities due to continued movement of the material. Much additional work was required over that anticipated at the time the order was written.

Form No. E-372—10M—7-55

GON STATE HIGHWAY DEPARTMEN

Report on Expected Over-run of Project Authorization

Project Name Booth Ranch - Myrtle Creek Unit Shady - Canyonville Section

Date February 22, 1956

Highway Pacific

Contract No. 4298

County Douglas

Kind of Work Grading & Surfacing

Contractor Knokenberg Const. Co.

Contract Amount $620,567.50

Expected over-runs and under-runs in contract items:

Item No.	Major items, itemized:	Quantity		Unit Price	Amount
4.	General Excavation, Unclassified	+ 40,000	cu.yd.	$0.635	+ $25,400.00
22.	Paved Culvert Inlets & Outfalls	- 250	cu.yd.	30.00	- 7,500.00
24.	Hauling Roadbed Topping	+ 50,100	yd.mi.	0.18	+ 9,018.00
25.	3/4"-0 Mat'l in Leveling Course	+ 2,600	cu.yd.	3.50	+ 9,100.00
26.	Sprinkling	+ 3,200	M-Gal.	2.50	+ 8,000.00
28.	Furn. & Placing Aggregates	- 1,850	cu.yd.	4.75	- 8787.50
30.	Furn. & Placing 150-200 Asphalt	- 120	Tons	42.00	- 5,040.00

Minor items, unitemized algebraic total - 10,858.10

Subtotal $ 19,332.40

Approved work orders (Price, extra work and state force orders) $ 81,759.40

Expected over-runs and under-runs in work orders:

	Major items, itemized:		Amount
P.A. No. 1	Selected Subgrade Materials	Overrun	$ 3,502.35
E.W.O.No.1	Drill & Shoot Rocks in River	"	2,500.00
E.W.O.No.2	Extra Clearing	"	1,100.00
E.W.O.No.6	Slide Removal	"	2,000.00

Minor items, unitemized algebraic total 447.88

Subtotal $ 9,550.23

Authorization for engineering $ 50,925.40

Expected over-run or under-run of engineering authorization $

Costs not included above (explain) Borrow placed on project under cont. 4223 $ + 23,416.20

Allowance for future contingencies (——% of work remaining) $

Credits to come from transfers and deductions Selected subgrade mat'ls placed on cont. 4223 $ - 60,250.87

Present estimate of project cost $782,134.93

745,300.26

Brief Statement of principal causes of over-run:

General Excavation, Unclassified

The neat construction cross-section volumes, after removal of approximately 36,500 cubic yards, solid measure, on Price Agreement No. 1, total 532,469.9 cu.yds. Of this quantity, approximately 60,000 cu.yds. was generated by laying back the cut slopes on the southerly end of the project for stability, and another 10,500 cu.yds. was added by daylighting (over)

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem office.
Project authorization	$ 716,138.44	716,138.44
Present estimate of project cost	$ 782,134.93	745,300.26
Expected over-run (Amount)	$ 65,996.49	29,161.82
Expected over-run (per cent)	~~9.22%~~	4.07%

Submitted by: Resident Engineer

Confirmed by: R. R. Chandler Division Engineer

Noted by: L. N. Young Construction or Bridge Engineer

Noted by: Deputy or Assistant State Highway Engineer

State Printing 86719

the area between the old and new lines from Sta. 3335 to Sta. 3341. In addition to the above quantity, there were approximately 70,000 cu.yds in slides and overbreak on the project, bringing the total to 602,469.9 cu.yds. This was rounded to 600,000 cu.yds., for an overrun of 40,000 cu.yds. over the contract amount.

Paved Culvert Inlets and Outlets:

This item underran by $7,500.00 due to the elimination of several of the outfalls of culverts which emptied into the heavy rock slope protection, making the paved outfalls unnecessary.

Hauling Roadbed Topping:

At the time this contract was let, it was intended that approximately one-half of the Selected Roadbed Topping would come from the small gravel bar opposite Station 3262 to 3265. Subsequently, when the paving contract was let for this unit and the Booth Ranch Unit, it was decided to reserve the material in the above bar for that contract and to obtain all of the material for this contract from the City of Myrtle Creek gravel bar which is located on the opposite side of the river. The hauling distance from this bar was necessarily computed around through Myrtle Creek and the necessity of hauling to the northend of the project doubled the contract amount of haul.

3/4"-0 Material in Leveling Course:

This item overran due to the necessity of releveling and maintaining the roadway under heavy traffic during the 1955 season.

Sprinkling:

This item overran due to the necessity of alleviating dust and maintaining the roadway during the 1955 season.

Furnishing and Placing Aggregates:
Furnishing and Placing 150-200 Asphalt:

These items were eliminated from the contract due to the lateness of the season in 1955. It was planned to place an O-9 oil mat on the project to carry traffic until the pavement was placed this year.

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OFFICE OF
CONSTRUCTION ENGINEER

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SEP 22 1955
FOR FILING

FORM E-20X 37½ 3-54 73730

M-7: ([illegible])
4-5F

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 21st, 1955

SUBJECT:

To: Mr. Tom Edwards
Division Engineer

The Booth Ranch-Myrtle Creek grading and surfacing project, Contract #4298, appears to be a borderline job with respect to money. It is possible that some savings may bring it under the wire. However, I am unable to determine that from this end. Will you please have the usual investigation made and give us the word.

It seems to me that it would be better if the field engineers would give an explanation on their weekly reports or submit an explanation with other documents that refer to the cost of projects more or less on an automatic basis to avoid this continual exchange of letters. While the subject of job cost seems to be a bit touchy, the fact remains that the Deputy Highway Engineer has strictly charged the Construction Office with riding herd, and when no explanations are forthcoming it is incumbent upon us to bring up the matter. Therefore, it would seem to me that the resident engineers should be given the responsibility for initiating an explanation or action rather than waiting for a letter.

Forrest Cooper

Forrest Cooper
Ass't. Construction Engineer

FC:AR

cc to: W. C. Williams

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SEP 21 1955
OFFICE OF
STATE HIGHWAY ENGINEER

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4-15

Salem, Oregon
May 12, 1955

Mr. R. H. Baldock

Please note the attached report of L. H. Young, Assistant Division Engineer, relative to complaints contained in the letter signed by R. B. Simons. I confirm Mr. Young's statements, inasmuch as I personally inspected this project on May 2. There were a few sections where traffic was somewhat restricted, but there were ample warning signs and flagmen to care for traffic. I timed my driving time over the approximate 2½ miles under construction, and the total elapsed time was six minutes, which indicates that there is not any undue delay to traffic. I found no places where two-way traffic could not operate in safety except short sections where equipment was operating, and such sections were under the control of flagmen.

You will note that Mr. Simons gives no address, merely mailing the letter from Myrtle Creek. Apparently he had only been over this section on the one night in which he stopped at the tavern, where the coffee he drank may have been rather strong. As no address is given and his observations have not been found true, I would suggest that the letter be ignored.

W. C. Williams

WCW:me

Encl.

FORM E30—50M—10-54—79488

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 11, 1955

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer

[illegible]
W. C. WILLIAMS

I hand to you herewith a letter from Assistant Division Engineer L. H. Young, which discusses the matters brought up by R. B. Simons in a letter to the State Highway Department, undated.

It is my opinion that this job has been handled as well as can be expected and comes under the head of the trite old saying that you can't make an omelet without breaking a few eggs.

I suggest that Mr. Simons's letter be acknowledged and that we tell him that we are using every reasonable means to cause as little inconvenience or delay to the traveling public as can reasonably be expected during the prosecution of the work. I do not believe that we should attempt to answer the innuendoes contained in Mr. Simons's letter.

Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:jv

Attach.

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[illegible]

FORM E-30X 37½ 2-54 73730

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 3, 1955

SUBJECT: R. B. Simons' Complaint
Booth Ranch-Myrtle Creek
Pacific Highway

To: H. G. Smith
Construction Engineer

Dear Sir:

With reference to the complaint of Mr. R. B. Simons regarding the condition of the roadway through the Booth Ranch to Myrtle Creek Section of the Pacific Highway currently under construction by the Kuckenberg Construction Company, I wish to report that this section has been under constant observation of this office. We are unable to corroborate most of Mr. Simons observations or complaints.

This job has been prosecuted by the contractor during the worst of the winter months with the encouragement of this office. It has been considered advisable to get most of this work, which conflicts with traffic, out of th way during the relatively low traffic volume of winter rather than during the tourist and logging season. That there has been some inconvenience to traffic or that it is sometimes rougher than it would be if the road were not under construction can not be denied. However, an honest attempt has been made by the contractor to keep this inconvenience to a minimum. They have cooperated fully with our instructions and suggestions for safeguarding the public.

As you are well aware, a section of this job lies between the river and the bluffs which must be benched into for the widening of the roadway; this of course severely restricts the area for travel and results in fragments of rock being on the roadway until the same can be policed up after a shot. In all cases where travel is one way it proceeds only under flag.

Following I have set forth facts pertinent to the complaint:

1. Some potholing of surface has occurred caused by unseasonable and fairly constant rain.
2. Job is bladed every day and mor often if required, excepting Sunday.
3. Flagmen are used when equipment is operating across of along the route used by the traveling public.
4. Flagmen at night are preceded by warning signs with flares. Each flagman has had a bonfire in addition.
5. There has been no night work during the past two weeks.
6. There are ten flares in use each night throughout the project at present and when night work was in progress there were between twenty and twenty-five.
7. Fallen rock has been bladed back or bladed off road as soon as they are observed.
8. Ample room for two way traffic has been maintained unless under flag.
9. The information obtained by the correspondent in a beer hall should be discounted as the Resident Engineer and Inspector on the job are old employees of unquestionable integrity.

In addition to the above I wish to point out that although the roadway through the job is not as smooth as the regular highway, that if driven at the speeds indicated by the numerous construction signs it can be traversed with ease with no jumping from bump to bump and no damage to a vehicle.

All personnel connected with the job will continue to watch it with the object in mind to minimize discomfort to the public.

Very truly yours,

Tom Edwards
Division Engineer

By

L. H. Young
Ass't Division Engineer

LHY/ds

RECEIVED
MAY 4 1955
OFFICE OF
CONSTRUCTION ENGINEER

State H.D. 11

1

Along Highway 99—

NOTED
W. C. WILLIAMS

REFERRED TO
Mr. Williams
To State Highway Engineer

Please have Edwards make a report on this.

that I have occassion to 99 between Grants Pass times a week. I have seen construction and many so- way contruction sections, section in the shape that Creek and Van Dyne Meat Co. road. That is just north of the town of Myrtle Creek for 3 or 4 miles.

With all the available gravel, etc - why it is necessary to force the public to drive on a road so completely full of holes, cracked up pavement, muddy, rutted detours, is beyond me. There are places where the paving has been cracked 1/3 of the width of the paving on each side, then beat out by heavy trucks working on the new road. There are places where rocks have come down on the curves until 2 cars can hardly pass without the inside car side swipeing the rocks. Flares are not used on such places. The entire stretch of the road in this construction area is so rough an automobile bounces all over the road. When men are working at night along this stretch of road one man with a weak little flash light is the only indication that trucks may come from an upper level down onto the highway with out warning and unseen by the motorist.

I drove over this section one night recently and found the going really rough in a down pour of rain. I had seen one man side swipe some rocks on the very edge of the narrow paving, as I bounced from one hole to another — and we both cursed the State Highway Dept.

I stopped in at a "Tavern" in Myrtle Creek for a cup of coffee after that drive! I did some plain old complaining about "what the contractor is getting

Along Highway 99—

W. C. WILLIAMS

State Highway Department
Salem, Oregon.
Gentlemen:

It so happens that I have occassion to drive over the highway 99 between Grants Pass and Roseburg several times a week. I have seen many highways under construction and many so-called detours on highway contruction sections, but never have I seen a section in the shape that I find between Myrtle Creek and Van Dyne Meat Co. road. That is just North of the town of Myrtle Creek for 3 or 4 miles.

With all the available gravel, etc.- why it is necessary to force the public to drive on a road so completely full of holes, cracked up pavement, muddy, rutted detours, is beyond me. There are places where the paving has been cracked 1/3 of the width of the paving on each side, then beat out by heavy trucks working on the new road. There are plases where rocks have come down on the curves until 2 cars can hardly pass without the inside car side swipeing the rocks. Flares are not used on such places. The entire stretch of the road in this construction area is so rough an automobile bounces all over the road. When men are working at night along this stretch of road one man with a weak little flash light is the only indication that trucks may come from an upper level down onto the highway with out warning and unseen by the motorist.

I drove over this section one night recently and found the going really rough in a down pour of rain. I had seen one man side swipe some rocks on the very edge of the narrow paving, as I bounced from one hole to another — and we both cursed the State Highway Dept.

I stopped in at a "Tavern" in Myrtle Creek for a cup of coffee after that drive! I did some plain old complaining about "What the contractor is getting "by with." Two men were drinking beer at the counter just below where I was sitting. The man behind the counter laughed and called to them, "You hear that?" One of the men, evidently well past his first beer swore and answered "— — we're buildin' ya a highway, aint we?" That began the discussion. I complained; the man behind the counter added that 'lots of 'em are complaining'. Finally I asked if the State Highway Dept. isn't supposed to keep a road up to a certain safety standard or provide a detour? The many beer individual became talkative and said the inspector comes and checks at intervals. He thought it quite a joke that the "old man" always gets word when the inspector is coming and "fixes her up for inspection" — as he put it. He also got a huge kick out of telling "if he dont like what he sees, taint nothing a fifth wont cover up".

The man behind the counter reminded him he had had too much to drink. He laughed loudly and said "—— its the truth." What ever is the truth that stretch of road is certainly one fine piece of advertising for this state — along with proposed highest income taxes in the country and all the other taxes that have sent industry across the River North, or across the border South — out of Oregon any way.

I would even supply the fifth if I could see the inspector appear unannounced and have him take a look at that road — or drive it.

Believe me the whole setup in Oregon is so rotten it's a wonder the people dont do more than vote Democratic. And I'm a Republican! Also I am a completely disgusted tax payer.

R B Simons

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MAR 21 1955
FOR FILING

IN-78(25)
4298

March 18, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order For Extra Work No. 4 covering extra clearing and grubbing in slide areas on the Booth Ranch-Myrtle Creek Unit, Shady-Canyonville Section of the Pacific Highway in Douglas County, Contract No. 4298, in connection with Federal Aid Project No. IN-78 (25).

Slides have developed, necessitating extra clearing.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

Encl.
DBP:bb

RECEIVED
JAN 31 1955
FOR FILING

[illegible]

[illegible]

January 28, 1955

Mr. William H. Kinsey
Attorney at Law
c/o Mautz, Souther, Spaulding,
    Denecke & Kinsey
Board of Trade Building
Portland 4, Oregon

Dear Mr. Kinsey:

Further reference is made to your letter of January 14th transmitting the assignment of State Highway Contract 4298 from Kuckenberg Construction Company, a corporation, to Kuckenberg Construction Company, a partnership.

Received in today's mail was a new prequalification statement from Kuckenberg Construction Company, a partnership. This is satisfactory, and we are accepting it with the understanding that hereafter highway construction that is performed by Kuckenberg Construction Company will be under the name of the company as a partnership rather than a corporation, and estimate vouchers will be prepared accordingly.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc
cc: Kuckenberg Construction Company
    11104 N.E. Holman St.
    Portland 20, Oregon

    C. H. Maison (2)
    F. Query

Mr. Maison:

Attached hereto for your information is an executed copy of the assignment referred to above together with a photocopy of the surety's consent to the assignment.

HBG

Mr. Query:

Attached hereto is the original of the assignment and the original of the surety's consent. These should be noted on the card for this job and filed in the contract.

HBG

January 24, 1955

Mr. William H. Kinsey
Attorney at Law
c/o Mautz, Souther, Spaulding,
Denecke & Kinsey
Board of Trade Building
Portland 4, Oregon

Dear Mr. Kinsey:

Reference is made to your letter of January 14, 1955 regarding assignment of State Highway Contract 4298 from Kuckenberg Construction Company, a corporation, to Kuckenberg Construction Company, a partnership.

This matter has been given careful attention and the Highway Commission's Chief Counsel has been consulted with respect thereto. As a result thereof, we have decided to accept the assignment as prepared subject to the condition, however, that Kuckenberg Construction Company, a partnership, immediately file with the State Highway Commission a new prequalification statement. The Company presently is prequalified as a corporation. Forms for submitting such a prequalification statement are enclosed. It is necessary that only one copy be returned to this office.

It will be appreciated if this statement can be returned to us at an early date so the assignment will be effective in connection with payment of the next monthly estimate that becomes due and payable to Kuckenberg Construction Company.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Kuckenberg Construction Company
11104 N.E. Holman St.
Portland 20, Oregon

C. H. Maison (2)
F. Query

(over)

ROBERT T. MAUTZ
CALVIN N. SOUTHER
BRUCE SPAULDING
ARNO H. DENECKE
WILLIAM H. KINSEY
WAYNE A. WILLIAMSON
JOHN L. SCHWABE
RAYMOND P. UNDERWOOD
GORDON MOORE
KENNETH E. ROBERTS
FORREST W. SIMMONS
JAMES B. O'HANLON
JOHN R. SABIN
THOMAS A. H. HARTWELL

MAUTZ, SOUTHER, SPAULDING, DENECKE & KINSEY
ATTORNEYS AT LAW
BOARD OF TRADE BUILDING
PORTLAND 4, OREGON

R. W. WILBUR
1892-1952
H. B. BECKETT
1912-1950

January 14, 1955

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Department,
State Highway Building,
Salem, Oregon.

Re: Kuckenberg Construction Co.

Dear Mr. Glaisyer:

Enclosed are two executed counterparts of the assignment of Oregon State Highway Contract No. 4298 from Kuckenberg Construction Co., a corporation, to Kuckenberg Construction Co., a partnership, consisting of Henry Kuckenberg, L. W. Kuckenberg and Harriet A. Kuckenberg. The reason for the assignment is that the corporation is being liquidated and the business will hereafter be carried on by the partnership. I believe you have already consented to the sale and assignment of State Highway Contract No. 3984 to David B. Simpson. Under the enclosed assignment Contract No. 4298 is being transferred to the partnership which will complete its performance.

The consent of the surety to such assignment is enclosed. Your consent to the assignment is hereby requested. Please let me know if anything else is required such as a financial qualification statement from the partnership.

Very truly yours,

William H. Kinsey
William H. Kinsey

WHK AML
Encls.

Approved subject to
prequalification of assignee.
CW Enfield

ANSWERED
H. B. GLAISYER

RECEIVED
JAN 31 1955
FOR FILING

IN-[illegible]

[illegible]

January 28, 1955

Mr. Henry Kuckenberg
c/o Kuckenberg Construction Co.
P. O. Box 7407
Portland 20, Oregon

Dear Henry:

This concerns your second letter of January 27, with respect to estimates 2 and 3 covering work performed under State Highway Contract No. 4498.

As stated over the phone, simply sign both vouchers as a partnership, and we will make necessary revisions here, in the event that is possible. Otherwise, we will prepare new vouchers to replace them.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

cc: C. H. Maison

KUCKENBERG CONSTRUCTION CO.
GENERAL CONTRACTORS
P. O. BOX 7407
11104 NORTHEAST HOLMAN STREET
PORTLAND 20, OREGON

BUS. PHONE:
KENWOOD 7533

January 27, 1955.

Mr. Herb B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Herb:

Under separate cover we mailed you our prequalification statement for our Partnership dated January 15, 1955. In the future our bidding State work will be done in the Partnership.

We are holding Estimates #2 and 3 covering work performed on contract #4298 as they have been transferred to the Partnership. We would appreciate if you would issue estimates 2 and 3 in the name of Kuckenberg Construction Company a Partnership, in place of the Corporation. Advise us if you wish us to return estimates 2 and 3 which were issued to the corporation, or if we can sign the estimates we now have as a Partnership in place of issuing new estimates.

I would appreciate you telephoning me your answer Ded 1/28 - 11:45 AM upon receipt of this letter.

Very truly yours,

KUCKENBERG CONSTRUCTION COMPANY

Henry Kuckenberg

Henry Kuckenberg, Partner.

HK:gl

RECEIVED

ANSWERED
H. B. GLAISYER

RECEIVED
NOV 1 1954
FOR FILING

IN-78(25)
4298

October 28, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering drilling and shooting rocks in the river on the Booth Ranch-Myrtle Creek Unit, Shady-Canyonville Section of the Pacific Highway in Douglas County, Contract No. 4298, in connection with Federal Aid Project No. IN-78 (25).

This work is necessary to reduce turbulence and eddying in narrow places in the river, in order to reduce chances of flooding and washing of roadway embankments.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

Encl.

DBP:ia

RECEIVED
OCT 25 1954
FOR FILING

IN - [illegible]<25>

October 22, 1954

Kuckenberg Construction Co.,Inc.
11104 N. E. Holman St.
Portland, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4298, which was awarded to you on October 5, 1954 by the State Highway Commission, covering the Booth Ranch-Myrtle Creek Unit,Shady-Canyonville Section of the Pacific Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

ORFGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
OCT 21 1954
FOR FILING

IN-75(25)

D

October 19, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 7, 1954 on Contract No. 4298, Booth Ranch-Myrtle Creek Unit, Shady-Canyonville Section, in Douglas County, in connection with Federal Aid Project No. IN-78 (25).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:bb

RECEIVED
OCT 13 1954
FOR FILING

IN [illegible]

October 5, 1954

[illegible] Construction Company
1114 [illegible] Holman Street
Portland 13, Oregon

Gentlemen:

The State Highway Commission on September 23 accepted your proposal for grading and oiling on the Booth Ranch-Myrtle Creek Unit, [illegible]-Canyonville Section of the Pacific Highway in Douglas County for the sum of $620,567.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. [illegible].

Contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

[illegible]

cc - Mr. [illegible]
Mr. [illegible]
Mr. [illegible] Probert
Pacific Builder & Engineer, Inc.

Given

DOMESTIC	
Check the class of se[illegible] otherwise this message will [illegible] sent as a full rate telegram	
FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
3:35 p.m.
October 5, 1954

Kuckenberg Construction Company
11104 N. E. Holman Street
Portland 13, Oregon

Contract for [illegible] -Myrtle Creek Unit, Shady-Canyonville Section of Pacific Highway in Douglas County for which you submitted low bid on September 23 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc- CONFIRMATION
Accounting (5003-900)
Files
C. W. Head
Goldie Lewis

C. G. POLK
District Engineer

RECEIVED
OCT 6 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 7 - 1954
FOR FILING

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

IN-78(25)

October 5, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract No. 4298 for Oregon Project IN-78(25), Booth Ranch - Myrtle Creek Section of the Pacific Highway, to Kuckenberg Construction Company of Portland, Oregon, low bidder in the amount of $620,567.50 at the September 23, 1954 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
OCT 6 1954
OREGON
STATE HIGHWAY COMMISSION

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NOV 1 0 1954
FOR FILING

[illegible]

[illegible]

FORM E-123 80M REVISED 2-5

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

1859

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

October 4, 1954

California-Oregon Power Company
Medford, Oregon

File R 20653
California Oregon Power Company
Moving of power line
Booth Ranch Unit, Shady-Canyonville Sec.
Pacific Highway, Douglas County

NOTED
W. C. WILLIAMS

Gentlemen:

Herewith please find original and first carbon copy of agreement relative to the relocation of your power poles on the Booth Ranch Unit of the Shady-Canyonville Section of the Pacific Highway in Douglas County, which matter was referred to this office by Mr. Tom Edwards, Division Engineer, Roseburg, Oregon.

The agreement has been rewritten to specify that your relocated power lines will be located on property acquired by the Highway Commission as a source of materials for highway construction and maintenance, instead of being located within the relocated highway right of way.

Under these conditions, we feel that the Highway Commission can legally assume an obligation for the possible future moving of your facilities which, however, would not be the case were they now to be located within the highway right of way limits, as your rights spring from a legislative franchise rather than being based upon an agreement with the State Highway Commission.

It is requested that after execution by California-Oregon Power Company the original agreement be returned to this office addressed to the attention of the writer. In your reply please refer to file R 20653.

Very truly yours,

C. W. ENFIELD

By
J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc. 2
cc: Mr. W. C. Williams (w file) ✓
Mr. Tom Edwards
Mr. W. C. Crews

Revised agreement
signed by Comm Sept 24.
WCN

HWAY DEPARTMENT
CORRESPONDENCE

rg, Oregon
ber 13, 1954

JECT:

To: Mr. R. B. Sipprell
Director of Permits

Attention: Mr. W. C. Crews

Dear Sir

Herewith Application for Pole Line Permit from the California Oregon Power Company for permission to revise their existing power line between State Highway Engineer's Stations 3166+69 and 3176+13 of the Booth Ranch Unit of the Pacific Highway (new alignment).

These poles must be relocated to provide proper clearance in the vicinity of the reconstructed Pacific Highway. Authority to proceed with this work has already been given to the Power Company in order to expedite relocation of poles and clear the construction area for the prime highway contractor.

Four copies of a Joint Use Agreement have been submitted by the Power Company. Poles to be moved are to be paid for by the State Highway Commission. Poles were previously located on private property not owned by the State.

I recommend approval of this application and Joint Use Agreement.

Very truly yours

Tom Edwards
Division Engineer

By F D Morgan

F. D. Morgan
Assistant Division Engineer

FDM:ri

Enc.

RECEIVED
SEP 14 1954
OFFICE OF DIRECTOR OF PERMITS
OREGON STATE
HIGHWAY COMMISSION

Mr. Enfield:
Please check
permit agreement
for validity etc.
-Williams

IGHWAY DEPARTMENT
ENT CORRESPONDENCE

burg, Oregon
ember 13, 1954

UBJECT:

To: Mr. R. B. Sipprell
Director of Permits

Attention: Mr. W. C. Crews

Dear Sir

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I recommend approval of this application and Joint Use Agreement.

Very truly yours

Tom Edwards
Division Engineer

By FD Morgan
F. D. Morgan
Assistant Division Engineer

FDM:ri

Enc.

RECEIVED
SEP 14 1954
OFFICE OF DIRECTOR OF PERMITS
OREGON STATE
HIGHWAY COMMISSION

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 13, 1954

SUBJECT:

To:

Mr. R. B. Sipprell
Director of Permits

Attention: Mr. W. C. Crews

Dear Sir

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These poles must be relocated to provide proper clearance in the vicinity of the reconstructed Pacific Highway. Authority to proceed with this work has already been given to the Power Company in order to expedite relocation of poles and clear the construction area for the prime highway contractor.

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I recommend approval of this application and Joint Use Agreement.

Very truly yours

Tom Edwards
Division Engineer

By FD Morgan
F. D. Morgan
Assistant Division Engineer

FDM:ri

Enc.

RECEIVED
SEP 14 1954
OFFICE OF DIRECTOR OF PERMITS
OREGON STATE
HIGHWAY COMMISSION

OREGON NO.______

JOINT USE AGREEMENT

THIS AGREEMENT, made and entered into, in duplicate, all on this ____________ day of ______________, 19____, by and between the State of Oregon, by and through its State Highway Commission, hereinafter called the "Commission", and The California Oregon Power Company, a California corporation qualified to do and doing business in the State of Oregon as a public utility company, hereinafter called "Copco", WITNESSETH:-

THAT, WHEREAS, The Commission is relocating and reconstructing the Booth Ranch Unit of Shady-Canyonville section of the Pacific Highway in Douglas County, Oregon, and in connection with such said relocation it has been, or will be, necessary for the Commission to acquire private property on a part of which are located poles and other facilities owned by Copco, and

WHEREAS, Copco is authorized to do, and is doing, a public utility business in the State of Oregon, and in connection with such said business owns, operates and maintains poles and power lines and other facilities for the purpose of conducting and distributing electricity and for other purposes, and that the poles, power lines and other facilities hereinafter specifically mentioned are located upon such said private property which the Commission has, or will acquire, under and by virtue of one or more grants of rights of way or by condemnation or otherwise, and

WHEREAS, the particular section of highway involved in said relocation and improvement is as follows:

Between State Highway Engineer's Stations

3166 +69 and 3176 +13,

and

WHEREAS, the Commission has determined that it is necessary and proper in connection with such said relocation and improvement of such said highway to require Copco to move and re-install such said poles, power lines, fixtures and other facilities, and

WHEREAS, both parties have determined that this agreement is necessary and proper for the accomplishment of such purposes as afresaid, and under the laws

of the State of Oregon relating to the Commission and to the roads and highways under the supervision of said Commission, and particularly in connection with the relocation and reconstruction of said section of said highway hereinabove mentioned, and

WHEREAS, Copco is willing to move its poles, fixtures, power lines and facilities now occupying property either now or formerly in private ownership, to a new location on the new highway right-of-way, pursuant to the request of the Commission, and the Commission and Copco have reached the agreement set forth herein with respect to such said moving and reinstallation, said matter being of interest jointly to the parties hereto, (1)

NOW, THEREFORE, in consideration of the premises and of the covenants and agreements hereinafter expressed, which said premises the parties do hereby agree are true and correct, and all of said covenants to be fully kept and faithfully performed, the parties hereto do hereby agree as follows:

1. Copco shall move from their present location the following described poles, power lines and all fixtures and facilities used in connection therewith:

Between Highway Engineer's Station 3166 + 69

and 3176 + 13, Poles Numbered C-4343

Copco shall re-set and re-install said poles, power line and other fixtures and facilities, within the limits of said re-located highway right-of-way and upon the re-located alignment, in a manner satisfactory to the Engineer for the Commission. (2)

2. Copco shall move and re-install said poles, fixtures and facilities within sixty (60) days after execution of this agreement.

3. The Commission shall reimburse Copco for the cost of moving and re-installing said poles, power lines, fixtures and facilities as hereinabove described, and it is agreed that upon completion of the work Copco shall submit an itemized statement of the cost of said moving and re-installation, and, subject to usual auditing procedure, the Commission shall reimburse Copco for said cost within thirty (30) days after submission of said statement of cost.

4. In re-locating and re-installing said poles, fixtures, facilities and power line upon the new right-of-way of said re-located highway, Copco agrees that any betterment of said pole, power line and said distribution facilities by reason of new poles being longer than needed, additional circuits being added or other circumstances of a similar nature, shall not be subject to reimbursement by the Commission, but shall be considered a betterment, the costs for which said betterment shall be borne solely by Copco. The Commission shall be liable to Copco only for that portion of the cost of said moving and installation remaining after deduction of the costs of such betterment.

5. The Commission hereby grants to Copco the right to locate said poles and facilities within the said re-located highway right-of-way limits, subject, however, to existing statutory provisions, limitations and restrictions. In the event the needs of the Commission are such that it is necessary at any time in the future to again re-locate Copco poles, power lines, fixtures and other facilities,(either within or outside the limits of said re-located highway,) the Commission agrees that it will again reimburse Copco for such cost, taking into account, however, betterments as hereinabove defined, and if such new re-location is(within the limits of the highway)all provisions of this agreement shall continue to apply thereto. Copco shall at all times have the right of ingress and egress to and from its said power lines, poles, fixtures and equipment for the purpose of erecting, maintaining, repairing, removing and replacing the same.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed by the members of the State Highway Commission for the State of Oregon, and by the duly authorized officers of Copco, and by the affixation of their respective seals, all on the day and year hereinabove first written.

STATE OF OREGON, by and through
its State Highway Commission
By

____

____

____

THE CALIFORNIA OREGON POWER COMPANY
By

____
Its____________________

____
Its____________________

JOINT USE AGREEMENT

THIS AGREEMENT, made and entered into, in duplicate, all on this ______________ day of ______________, 19____, by and between the State of Oregon, by and through its State Highway Commission, hereinafter called the "Commission", and The California Oregon Power Company, a California corporation qualified to do and doing business in the State of Oregon as a public utility company, hereinafter called "Copco", WITNESSETH:-

THAT, WHEREAS, The Commission is relocating and reconstructing the Booth Ranch Unit of Shady-Canyonville section of the Pacific Highway in Douglas County, Oregon, and in connection with such said relocation it has been, or will be, necessary for the Commission to acquire private property on a part of which are located poles and other facilities owned by Copco, and

~~WHEREAS, Copco is authorized to do, and is doing, a public utility business in the State of Oregon, and in connection with such said business owns, operates and maintains poles and power lines and other facilities for the purpose of conducting and distributing electricity and for other purposes, and that the poles, power lines and other facilities hereinafter specifically mentioned are located upon such said private property which the Commission has, or will acquire, under and by virtue of one or more grants of rights of way or by condemnation or otherwise, and~~

WHEREAS, the particular section of highway involved in said relocation and improvement is as follows:

Between State Highway Engineer's Stations

3166 +69 and 3176 +13,

and

WHEREAS, the Commission has determined that it is necessary and proper in connection with such said relocation and improvement of such said highway to require Copco to move and re-install such said poles, power lines, fixtures and other facilities, and

WHEREAS, both parties have determined that this agreement is necessary and proper for the accomplishment of such purposes as aforesaid, and under the laws

of the State of Oregon relating to the Commission and to the roads and highways under the supervision of said Commission, and particularly in connection with the relocation and reconstruction of said section of said highway hereinabove mentioned, and

WHEREAS, Copco is willing to move its poles, fixtures, power lines and facilities now occupying property either now or formerly in private ownership, to a new location on the new highway right-of-way pursuant to the request of the Commission, and the Commission and Copco have reached the agreement set forth herein with respect to such said moving and reinstallation, said matter being of interest jointly to the parties hereto,

NOW, THEREFORE, in consideration of the premises and of the covenants and agreements hereinafter expressed, which said premises the parties do hereby agree are true and correct, and all of said covenants to be fully kept and faithfully performed, the parties hereto do hereby agree as follows:

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2. Copco shall move and re-install said poles, fixtures and facilities within sixty (60) days after execution of this agreement.

3. The Commission shall reimburse Copco for the cost of moving and re-installing said poles, power lines, fixtures and facilities as hereinabove described, and it is agreed that upon completion of the work Copco shall submit an itemized statement of the cost of said moving and re-installation, and, subject to usual auditing procedure, the Commission shall reimburse Copco for said cost within thirty (30) days after submission of said statement of cost.

4. In re-locating and re-installing said poles, fixtures, facilities and power line upon the new right-of-way of said re-located highway, Copco agrees that any betterment of said pole, power line and said distribution facilities by reason of new poles being longer than needed, additional circuits being added or other circumstances of a similar nature, shall not be subject to reimbursement by the Commission, but shall be considered a betterment, the costs for which said betterment shall be borne solely by Copco. The Commission shall be liable to Copco only for that portion of the cost of said moving and installation remaining after deduction of the costs of such betterment.

5. The Commission hereby grants to Copco the right to locate said poles and facilities within the said re-located highway right-of-way limits, subject, however, to existing statutory provisions, limitations and restrictions. In the event the needs of the Commission are such that it is necessary at any time in the future to again re-locate Copco poles, power lines, fixtures and other facilities, either within or outside the limits of said re-located highway, the Commission agrees that it will again reimburse Copco for such cost, taking into account, however, betterments as hereinabove defined, and if such new re-location is within the limits of the highway all provisions of this agreement shall continue to apply thereto. Copco shall at all times have the right of ingress and egress to and from its said power lines, poles, fixtures and equipment for the purpose of erecting, maintaining, repairing, removing and replacing the same.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed by the members of the State Highway Commission for the State of Oregon, and by the duly authorized officers of Copco, and by the affixation of their respective seals, all on the day and year hereinabove first written.

STATE OF OREGON, by and through
its State Highway Commission
By

____

____

____

THE CALIFORNIA OREGON POWER COMPANY
By

____
Its____________________

____
Its____________________

OREGON NO.______

JOINT USE AGREEMENT

THIS AGREEMENT, made and entered into, in duplicate, all on this __________ day of________ ____, 19_____, by and between the State of Oregon, by and through its State Highway Commission, hereinafter called the "Commission", and The California Oregon Power Company, a California corporation qualified to do and doing business in the State of Oregon as a public utility company, hereinafter called "Copco", WITNESSETH:-

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~~WHEREAS, Copco is authorized to do, and is doing, a public utility business in the State of Oregon, and in connection with such said business owns, operates and maintains poles and power lines and other facilities for the purpose of conducting and distributing electricity and for other purposes, and that the poles, power lines and other facilities hereinafter specifically mentioned are located upon such said private property which the Commission has, or will acquire, under and by virtue of one or more grants of rights of way or by condemnation or otherwise, and~~

WHEREAS, the particular section of highway involved in said relocation and improvement is as follows:

Between State Highway Engineer's Stations

3166 + 69 and 3176 +13,

and

WHEREAS, the Commission has determined that it is necessary and proper in connection with such said relocation and improvement of such said highway to require Copco to move and re-install such said poles, power lines, fixtures and other facilities, and

WHEREAS, both parties have determined that this agreement is necessary and proper for the accomplishment of such purposes as aforesaid, and under the laws

of the State of Oregon relating to the Commission and to the roads and highways under the supervision of said Commission, and particularly in connection with the relocation and reconstruction of said section of said highway hereinabove mentioned, and

WHEREAS, Copco is willing to move its poles, fixtures, power lines and facilities now occupying property either now or formerly in private ownership, to a new location on the new highway right-of-way pursuant to the request of the Commission, and the Commission and Copco have reached the agreement set forth herein with respect to such said moving and reinstallation, said matter being of interest jointly to the parties hereto,

NOW, THEREFORE, in consideration of the premises and of the covenants and agreements hereinafter expressed, which said premises the parties do hereby agree are true and correct, and all of said covenants to be fully kept and faithfully performed, the parties hereto do hereby agree as follows:

1. Copco shall move from their present location the following described poles, power lines and all fixtures and facilities used in connection therewith:

Between Highway Engineer's Station 3166+69

and 3176+13, Poles Numbered C-4343

Copco shall re-set and re-install said poles, power line and other fixtures and facilities, within the limits of said re-located highway right-of-way and upon the re-located alignment, in a manner satisfactory to the Engineer for the Commission.

2. Copco shall move and re-install said poles, fixtures and facilities within sixty (60) days after execution of this agreement.

3. The Commission shall reimburse Copco for the cost of moving and re-installing said poles, power lines, fixtures and facilities as hereinabove described, and it is agreed that upon completion of the work Copco shall submit an itemized statement of the cost of said moving and re-installation, and, subject to usual auditing procedure, the Commission shall reimburse Copco for said cost within thirty (30) days after submission of said statement of cost.

4. In re-locating and re-installing said poles, fixtures, facilities and power line upon the new right-of-way of said re-located highway, Copco agrees that any betterment of said pole, power line and said distribution facilities by reason of new poles being longer that needed, additional circuits being added or other circumstances of a similar nature, shall not be subject to reimbursement by the Commission, but shall be considered a betterment, the costs for which said betterment shall be borne solely by Copco. The Commission shall be liable to Copco only for that portion of the cost of said moving and installation remaining after deduction of the costs of such betterment.

5. The Commission hereby grants to Copco the right to locate said poles and facilities within the said re-located highway right-of-way limits, subject, however, to existing statutory provisions, limitations and restrictions. In the event the needs of the Commission are such that it is necessary at any time in the future to again re-locate Copco poles, power lines, fixtures and other facilities, either within or outside the limits of said re-located highway, the Commission agrees that it will again reimburse Copco for such cost, taking into account, however, betterments as hereinabove defined, and if such new re-location is within the limits of the highway all provisions of this agreement shall continue to apply thereto. Copco shall at all times have the right of ingress and egress to and from its said power lines, poles, fixtures and equipment for the purpose of erecting, maintaining, repairing, removing and replacing the same.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed by the members of the State Highway Commission for the State of Oregon, and by the duly authorized officers of Copco, and by the affixation of their respective seals, all on the day and year hereinabove first written.

STATE OF OREGON, by and through
its State Highway Commission
By

____

____

____

THE CALIFORNIA OREGON POWER COMPANY
By

____
Its____________________

____
Its____________________

OREGON NO.______

JOINT USE AGREEMENT

THIS AGREEMENT, made and entered into, in duplicate, all on this ____________ day of________ _____, 19______, by and between the State of Oregon, by and through its State Highway Commission, hereinafter called the "Commission", and The California Oregon Power Company, a California corporation qualified to do and doing business in the State of Oregon as a public utility company, hereinafter called "Copco", WITNESSETH:-

THAT, WHEREAS, The Commission is relocating and reconstructing the Booth Ranch Unit of Shady-Canyonville section of the Pacific Highway in Douglas County, Oregon, and in connection with such said relocation it has been, or will be necessary for the Commission to acquire private property on a part of which are located poles and other facilities owned by Copco, and

WHEREAS, Copco is authorized to do, and is doing, a public utility business in the State of Oregon, and in connection with such said business owns, operates and maintains poles and power lines and other facilities for the purpose of conducting and distributing electricity and for other purposes, and that the poles, power lines and other facilities hereinafter specifically mentioned are located upon such said private property which the Commission has, or will acquire, under and by virtue of one or more grants of rights of way or by condemnation or otherwise, and

WHEREAS, the particular section of highway involved in said relocation and improvement is as follows:

Between State Highway Engineer's Stations

3166 + 69 and 3176 +13,

and

WHEREAS, the Commission has determined that it is necessary and proper in connection with such said relocation and improvement of such said highway to require Copco to move and re-install such said poles, power lines, fixtures and other facilities, and

WHEREAS, both parties have determined that this agreement is necessary and proper for the accomplishment of such purposes as aforesaid, and under the laws

of the State of Oregon relating to the Commission and to the roads and highways under the supervision of said Commission, and particularly in connection with the relocation and reconstruction of said section of said highway hereinabove mentioned, and

WHEREAS, Copco is willing to move its poles, fixtures, power lines and facilities now occupying property either now or formerly in private ownership, to a new location on the new highway right-of-way pursuant to the request of the Commission, and the Commission and Copco have reached the agreement set forth herein with respect to such said moving and reinstallation, said matter being of interest jointly to the parties hereto,

NOW, THEREFORE, in consideration of the premises and of the covenants and agreements hereinafter expressed, which said premises the parties do hereby agree are true and correct, and all of said covenants to be fully kept and faithfully performed, the parties hereto do hereby agree as follows:

1. Copco shall move from their present location the following described poles, power lines and all fixtures and facilities used in connection therewith:

Between Highway Engineer's Station 3166+69
and 3176+13, Poles Numbered C-4343

Copco shall re-set and re-install said poles, power line and other fixtures and facilities, within the limits of said re-located highway right-of-way and upon the re-located alignment, in a manner satisfactory to the Engineer for the Commission.

2. Copco shall move and re-install said poles, fixtures and facilities within sixty (60) days after execution of this agreement.

3. The Commission shall reimburse Copco for the cost of moving and re-installing said poles, power lines, fixtures and facilities as hereinabove described, and it is agreed that upon completion of the work Copco shall submit an itemized statement of the cost of said moving and re-installation, and, subject to usual auditing procedure, the Commission shall reimburse Copco for said cost within thirty (30) days after submission of said statement of cost.

4. In re-locating and re-installing said poles, fixtures, facilities and power line upon the new right-of-way of said re-located highway, Copco agrees that any betterment of said pole, power line and said distribution facilities by reason of new poles being longer that needed, additional circuits being added or other circumstances of a similar nature, shall not be subject to reimbursement by the Commission, but shall be considered a betterment, the costs for which said betterment shall be borne solely by Copco. The Commission shall be liable to Copco only for that portion of the cost of said moving and installation remaining after deduction of the costs of such betterment.

5. The Commission hereby grants to Copco the right to locate said poles and facilities within the said re-located highway right-of-way limits, subject, however, to existing statutory provisions, limitations and restrictions. In the event the needs of the Commission are such that it is necessary at any time in the future to again re-locate Copco poles, power lines, fixtures and other facilities, either within or outside the limits of said re-located highway, the Commission agrees that it will again reimburse Copco for such cost, taking into account, however, betterments as hereinabove defined, and if such new re-location is within the limits of the highway all provisions of this agreement shall continue to apply thereto. Copco shall at all times have the right of ingress and egress to and from its said power lines, poles, fixtures and equipment for the purpose of erecting, maintaining, repairing, removing and replacing the same.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed by the members of the State Highway Commission for the State of Oregon, and by the duly authorized officers of Copco, and by the affixation of their respective seals, all on the day and year hereinabove first written.

STATE OF OREGON, by and through
its State Highway Commission
By

____

____

____

THE CALIFORNIA OREGON POWER COMPANY
By

____
Its________________________

____
Its________________________

RECEIVED
OCT 1 - 1954
FOR FILING

September 29, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

When bids were opened on the Booth Ranch-Myrtle Creek Unit of the Shady-Canyonville Section, Federal-aid Project No. IN-78 (25), the bid of Zuckenberg Construction Company in the amount of $620,567.50 was low among eight bids received. The next lowest bid was in the amount of $674,297.80, and bids ranged from that amount up to a high of $952,295.00. All eight bidders are very responsible contractors experienced in this type of heavy construction.

Our estimate on this project for comparison of bids was $542,113, but it was determined even before the bids were opened that this estimate was in error and should have been $598,113. The error in the estimate resulted from a change in the alignment after the project had been inspected in the field by the Chief Estimator of the Cost Analyst section. The Division Engineer caused the line to be moved 15 feet away from the river to avoid probable erosion. This resulted in throwing the line into heavy rock work, with cut slopes extending up to 100 feet. The Cost Analyst section was not immediately notified of this change and consequently the estimate for comparison of bids was prepared on erroneous data. The Cost Analyst section estimates that the unit bid price for excavation should have been 70¢ per cubic yard in lieu of 60¢, which, on the basis of 560,000 yards of excavation, would increase the estimate for comparison of bids by $56,000.

We now feel quite certain that Zuckenberg's bid, which is 3.9 per cent in excess of the correctly revised estimate, is as low as can be expected, and we, therefore, respectfully recommend your concurrence in award of this contract to Zuckenberg Construction Company as of September 30.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. S. H. Probert
Mr. Oscar Cutler

WCW:me fp

RECEIVED
SEP 29 1954
FOR FILING

Const.
Fed. Aid
Prog. & Proj.

In-78(25)

September 27, 1954

Kuchenberg Construction Co., Inc.
11104 N. E. Holman Street
Portland 20, Oregon

Gentlemen:

The State Highway Commission on September 24, 1954 accepted your bid in the amount of $620,567.50 for grading and paving the Booth Ranch-Myrtle Creek Unit, Shady-Canyonville Section of the Pacific Highway in Douglas County, which was the low bid received for that job on September 23, 1954. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: H. G. Smith
S. H. Probert
R. G. Savage (SIAC)

RECEIVED
SEP 24 1954
FOR FILING

Const
Fed Aid
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

September 10, 1954
Salem, Oregon

SUBJECT:

To: ([illegible] IN-[illegible])

Mr. W. C. Williams
Deputy State Highway Engineer
Office

PLEASE RETURN TO
W. C. WILLIAMS

Dear Mr. Williams:

Herewith you will find ten copies of the proposed throughway resolution to be adopted by the County Court of Douglas County in connection with the construction of the Booth Ranch-Myrtle Creek Unit of the Shady-Canyonville Section of the Pacific Highway.

Said resolution is prepared pursuant to your request of August 19, 1954.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By O. E. McAdams Jr.
O. E. McADAMS, Jr.
Assistant Attorney

jfw
Encls.

ASSIGNMENT

Date: **September 14, 1954** No. 5313 By wcw

Description: **Letter of September 10 by O. E. McAdams enclosing ten copies of throughway resolution to be adopted by the Douglas County Court in connection with the Booth Ranch-Myrtle Creek Unit of the Shady-Canyonville Section of the Pacific Highway**

Acknowledged by____ Referred to **Cattrall** ✓

- __ Investigate and report with recommendation
- __ Such action as necessary and report
- __ Comment or recommendation
- __ Return with rough draft of reply
- __ Prepare reply for signature of Mr.________
- __ Contact correspondent and report

Remarks: **For execution by County, if ok.**

PLEASE RETURN TO
W. C. WILLIAMS

Executed 9-22-54 Report Received__________

GHWAY DEPARTMENT
T CORRESPONDENCE

Oregon
· 22, 1954

JECT: Assignment #5313

NOTED
W. C. WILLIAMS

pies of a throughway resolution
Creek Unit of the Shady-
fic Highway in Douglas County.
e been executed by the county
ion to the Highway Commission.
me
Both copies require your signature of approval.

This completes Assignment #5313.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:mm
Att.

FORM E-90 25M 9-51 83319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 22, 1954

SUBJECT: Assignment #5313

To: Mr. W. C. Williams
OFFICE

NOTED
W. C. WILLIAMS

Attached are three copies of a throughway resolution covering the Booth Ranch-Myrtle Creek Unit of the Shady-Canyonville Section of the Pacific Highway in Douglas County. Two copies of the agreement have been executed by the county and are now ready for presentation to the Highway Commission. Both copies require your signature of approval.

This completes Assignment #5313.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:mm
Att.

RECEIVED
SEP 20 1954
FOR FILING

OREGON DISTRICT
Const
Fed. Aid.
Prog. & Prog

IN-78(25)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

September 8, 1954

Mr. H. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project IN-78(25), Booth Ranch-Myrtle Creek Section of the Pacific Highway in Douglas County.

This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that allrights of way or rights of entry have been acquired.

Very truly yours,

C. G. POLK
District Engineer

By
A. F. Bester
A. F. BESTER
Supv. Highway Design Engineer

RECEIVED
17 1954
ON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 20 1954
FOR FILING

Const.
R/W.
Pac. Hwy So.

Salem, Oregon
August 19, 1954

Mr. C. W. Enfield
Chief Counsel

The State Highway Commission plans and proposes to construct the Booth Ranch-Myrtle Creek Unit of the Shady-Canyonville Section of the Pacific Highway as a throughway. The project begins at Highway Engineer's Survey Station 3265+00 and extends in a southeasterly direction to Highway Engineer's Survey Station 3390+30.

The State plans to construct and thereafter maintain a complete traffic interchange carrying the throughway over Boomer Hill Road (County Road No. 40). The interchange is to be known as the Boomer Hill Road Interchange.

It is requested that a resolution be prepared for adoption by the Douglas County Court in which the Court consents to the carrying of the throughway over Boomer Hill Road and also consents to the points of access to the throughway as provided for by construction of the interchange.

One "work copy" of the plans is attached for your information in preparing the resolution. The interchange is shown colored in green on this copy. As soon as small plans are available eight copies of Exhibit "A" will be furnished by the County and City Relations Division. Please prepare eight copies of the resolution in addition to any required by the Legal Division.

W. C. Williams
Deputy State Highway Engineer

Att.
JDG:mm
cc: J. W. Cattrall

FORM E-20 25M 9-51 92315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 19, 1954

SUBJECT:

To: Mr. W. C. Williams
OFFICE

Attached is a suggested letter with attachment to the Legal Division requesting preparation of a throughway resolution covering the Booth Ranch-Myrtle Creek Unit of the Pacific Highway in Douglas County.

John W. Cattrall
Engineer, County and City Relations

By
John D. Graham
John D. Graham
Office Engineer

JDG:mm
Att.

FORM E-30 25M 9-51 52815

Count

R/W

Pac. Hwy. Jo.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office

August 16, 1954

SUBJECT: File No. 21058 - L 2073
Shady Point-Myrtle Creek Section
Pacific Highway

To:

Mr. H. B. Glaisyer
Secretary, State Highway Commission
OFFICE

Attention: Floyd Query

Dear Sir:

Attached is our voucher form to Leona Creason Koff, which we wish to place in line for payment.

As you were advised by Mr. May, the legal department filed suit, served notice on Leona Creason Koff, and we find the title now in her name and she signs as a widow. Will you place this voucher in line for payment so that the check can be ready when title insurance is secured, showing the property free and clear of all liens and encumbrances?

Very truly yours,

R. L. PORTER
Right of Way Engineer

By Earl F. Saling
Earl F. Saling
Right of Way Office Manager

EFS:ls
Attach: Voucher form

voucher signed & returned
to acct. div. 8/17/54
HB

FORM E-123 [illegible] REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

Count
CRW
[illegible]

July 23, 1954

Mr. Ben R. Chandler, Chairman
Oregon State Highway Commission
P. O. Box 809
Coos Bay, Oregon

Mr. Charles H. Reynolds, Member
Oregon State Highway Commission
P. O. Box [illegible]
La Grande, Oregon

Mr. M. K. McIver, Member
Oregon State Highway Commission
255 S. W. Broadway
Portland 5, Oregon

Re: Thomas E. Payne - # [illegible]
Shady-Canyonville Section
Pacific Highway

Gentlemen:

By letter dated July 1, 1954, Mr. Jay D. Compton, attorney at law, wrote to you relative to the claim of Mr. John Schnell of Myrtle Creek. Mr. Compton stated that this office was threatening to invade property with respect to which Mr. Schnell has a right of possession, and that such action would place the Commission in danger of being sued for damages. A copy of Mr. Compton's letter was forwarded to this office. The facts relative to this matter are as follows:

It is necessary to acquire for right of way for the Shady-Canyonville Section of the Pacific Highway in Douglas County a parcel of land containing approximately 3 acres and owned by Thomas E. and Florence M. Payne. The property is improved with a house and with a restaurant and night club building, together with a graveled parking lot and some other minor improvements. The night club is known as "The Curve". A title report relative to this property was obtained from the Commercial Abstract Company which revealed that title to the property was vested in the Paynes, free and clear of encumbrances, with the exception of rights of way granted to the Pacific Telephone and Telegraph Company and the California-Oregon Power Company. Mr. Payne assured us that no other person had an interest in the property. He advised, however, that an air conditioner, sound system and flood lights located in the night club building belonged to a Mr. John Schnell who was a prior lessee of the property whose lease had expired and had not been renewed. Negotiations with Mr. Payne resulted in an option being obtained for the purchase of the property for the sum of $32,000.00. This option was accepted by the Commission on June 25, 1954. This option contained the proviso that the grantor would vacate the property within thirty days after payment was made.

By letter dated May 17, 1954, addressed to the Roseburg office of the State Highway Department, Mr. James [illegible] McGinty submitted the claim of Mr. John Eckwall in the amount of $3,120.00. Mr. McGinty stated that this claim was based upon the fact that Mr. Eckwall had placed several improvements upon Mr. Payne's property in reliance upon Mr. Payne's word that Mr. Eckwall could lease the premises for a long period of time. This letter was referred to this office and we replied advising Mr. McGinty that it appeared that if Mr. Eckwall had a claim it was against Mr. Payne personally and would not be against the Highway Commission inasmuch as it appeared that Mr. Eckwall had no actual interest in the real property.

Since that time by correspondence and by telephone conversations we have sought to be informed as to exactly what facts Mr. Eckwall relies upon to enforce his claim. The most definite information which we have been able to obtain was through a telephone conversation with Mr. Ray Compton, who is associated with Mr. McGinty in representing Mr. Eckwall. Mr. Compton advised that Mr. Eckwall relied upon an oral extension of a prior lease but was unable to advise of the time when the extension was made or the duration, conditions or circumstances of the alleged extension.

In referring to the earlier lease which Mr. Compton alleges has been extended, we found that the lease specifically provided that in the event the lessee held over and remained in possession of the premises after the expiration of the lease, such holding over should not be deemed to operate as a renewal or extension of the lease, but would create only a tenancy from month to month which could be terminated at any time by the lessor. The lease also provided that the lessor should have the irrevocable privilege of selling the premises at any time during the term of the lease and that the lease would be canceled subject to certain terms and conditions.

Prior to the presentation of Mr. Eckwall's claim a contract for the construction of the highway had been awarded and it was necessary that possession of the Payne property be given to the contractor at an early date. In view of the provision in the option that the Paynes need not vacate the property until thirty days after payment was made, it was essential that the transaction be closed as expeditiously as possible. In view of Mr. Eckwall's claim we suggested to Mr. Payne that Mr. Payne be paid the agreed price of the property less the amount of Mr. Eckwall's claim pending settlement of the claim. Mr. Payne rejected this suggestion, stating emphatically that Mr. Eckwall had no interest in the property and had never had any interest in the property, with the exception of the prior lease which was for a period of one year from May 1, 1950. Mr. Payne and his wife signed a written statement setting forth the fact that Mr. Eckwall had absolutely no interest in and to the property. In view of Mr. Payne's very emphatic position and the immediate necessity of having possession of the property, a warranty deed was accepted from Mr. Payne and the agreed price for the property paid to him.

As noted above, the real property settlement excluded an air conditioner, sound system and flood lights located on the property and owned by Mr. John Eckwall. Following the receipt of the warranty deed from Mr. Payne, notice was sent to Mr. Eckwall requesting that he remove his property from the premises. This request was immediately followed by Mr. Compton's letter to you. I am enclosing herewith a copy of a letter written by Mr. Way, Assistant Counsel, to Mr. Compton in regard to the matter. As set forth in Mr. Way's letter, we are quite willing to consider any and all facts and information relative to Mr. Eckwall's claim. At the present time, however, the basis for Mr. Eckwall's claim appears to be vague and indefinite, and upon the facts furnished by him and his attorneys, we would not be warranted in paying Mr. Eckwall's claim. We cannot institute condemnation proceedings against Mr. Eckwall without recognizing that he has an interest in the property, which fact Mr. Payne the fee owner denies.

If Mr. Compton institutes a damage action against the Highway Commission I am convinced that on the basis of the facts as we now know them, the action will be unsuccessful. If Mr. Compton is able to establish more definite facts to support Mr. Eckwall's claim, we will be most happy to pay Mr. Eckwall the amount to which he is entitled. In any event, if an action is instituted we will make appropriate demand upon Mr. Payne that he defend his warranty deed, particularly in view of the signed statement of Mr. Payne that Mr. John Eckwall has no interest in or to the property.

Yours very truly,

C. W. ENFIELD
Chief Counsel

CWE:avn
cc - R. H. Baldock

FORM 2-123 [illegible] REVISED 9-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

July 22, 1954.

Mr. Ray E. Compton
Attorney at Law
Roseburg, Oregon

Re: Thomas E. Payne - 2 21361
Shady-Canyonville Section
Pacific Highway

Dear Mr. Compton:

This is to acknowledge receipt of your letter of July 21, 1954, relative to the claim of Mr. John Eckwall.

You state that we have previously been advised that Mr. Payne has no authority to sell the property involved without the consent of Mr. Eckwall. This is not correct. The first information relative to the claim of Mr. Eckwall which was received in this office was contained in a letter dated May 17, 1954, and written by Mr. James M. McGinty. Mr. McGinty advised that Mr. Eckwall had placed certain personal property and certain improvements upon the real property in reliance upon Mr. Payne's word that Mr. Eckwall could lease the premises for a long period of time. As I advised Mr. McGinty in my letter of June 4, 1954, from Mr. McGinty's statement of the matter it appears that Mr. Eckwall might have a claim against Mr. Payne for damages but would not have such an interest in the property as to justify a claim against the State Highway Commission. Since our first advice of Mr. Eckwall's claim we have exerted every effort to ascertain the exact basis of his claim. The most definite statement with respect to the basis for Mr. Eckwall's claim which we have received was during the course of my telephone conversation with you on June 24, 1954, in which you advised that Mr. Eckwall based his claim upon an oral extension of a lease which had been entered into between Mr. Eckwall and Mr. Payne for a period of one year beginning May 1, 1950, but you were unable to advise when the extension was made, the duration or the terms thereof.

We were successful in obtaining a copy of the original lease. Paragraph [illegible] of the lease provides that in the event the lessee holds over after the expiration of the lease without a written lease being actually made, such holding over shall not be deemed to operate as a renewal or extension of the lease, but should create only a tenancy from month to month, which could be terminated at any time by the lessor. Furthermore, under the mutual agreements contained on page 3 of the lease, it is provided that the lessor (Mr. Payne) has the irrevocable privilege of selling the premises at any time during the term of the lease, and the lease could be canceled subject to terms and conditions set forth thereafter.

I must confess that I resent your accusation that the State Highway Department is indulging in "high-handed methods". The Highway Commission has awarded a contract for the construction of a section of the Pacific Highway, and it is essential that the property owned by Mr. Payne be made immediately available for construction work. As noted above, we have exerted every effort to determine the legal basis, if any, for Mr. Eckwall's claim. We have had the benefit of no definite advice from you. The Highway Commission and its officers and employees are under a moral and legal obligation to assure that no person is deprived of property or rights without just compensation having been made, and we are quite anxious to make just compensation where a legal right can be established. We are, however, under the obligation to protect State funds from unwarranted and unjustifiable claims.

As against Mr. Eckwall's claim, which is at best indefinite, we have obtained from Mr. Payne a warranty deed to the property, together with a statement from him to the effect that Mr. Eckwall does not now have and has never had, since the date of Mr. Payne's option to convey the property to the State, any right, title or interest of any nature to the property, and furthermore that Mr. Payne has never agreed to give or convey any interest to Mr. Eckwall and has never indicated to Mr. Eckwall that he might give or convey an interest.

In view of the above I am convinced that the State Highway Department has done everything possible to assure that the legal rights of all persons in and to the property involved are protected. We are willing at any time to further discuss the matter with you and if Mr. Eckwall can establish a legal basis for his claim, we will be most happy to take whatever action is indicated. If you have any more definite information which would support Mr. Eckwall's claim we will be glad to consider it. Upon the basis of the facts as we now have them, however, the expenditure of public funds for payment of Mr. Eckwall's claim would not be justified.

Yours very truly,

[illegible]
Chief Counsel

ROBERT L. [illegible], JR.
Assistant Counsel

RLM:avh
cc - Ben R. Chandler
Charles H. Reynolds
M. R. McIver

file

LAW OFFICES
RAY B. COMPTON
ROSEBURG, OREGON

July 21, 1954

Mr. Ben R. Chandler
Mr. Charles H. Reynolds
Mr. M. K. McIver
Oregon State Highway Department
Salem, Oregon

Gentlemen:

Your attorney for the State Highway Department is threatening to invade property where Mr. John Eckwall of Myrtle Creek has a right of possession and in such invasion to do great damage to personal property. Your attorneys know Mr. Eckwall's rights, or claim of rights (I do not pretend to judicially decide here) and decided to go ahead without the benefit of the Courts.

If the State Highway Commission, acting by and through anyone, contractors or otherwise, invades this piece of property without a condemnation suit having been filed or settlement made, as the case may be, then you personally will be sued for trespass and the damages sustained thereby. I feel in justice to you gentlemen, against whom I have nothing personally, that I should advise you that you are in strong danger of being sued for damages because of the unwarranted assumption on the part of the legal department that they have a right to trespass when they have not brought condemnation of the property.

Of course, any further action is up to you.

Yours very truly,

Ray B. Compton

RBC/m
cc: James M. McGinty
Myrtle Creek, Oregon

Robert L. May, Jr.
Salem, Oregon

Copies sent to 3 Commissioners & Mr Halford 7/22/54

Rec'd 7/22/54
not acknowledged

RECEIVED

FOR FILING

FORM E-30 37,500 4-52 56908

Const

[illegible]

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 22nd, 1953

SUBJECT:

To: Mr. W. C. Williams
Ass't. State Highway Engineer
Office

Dear Sir:

Herewith seven prints of the sketch map of the Myrtle Creek-Canyonville Section of the Pacific Highway to be used in connection with survey approval by the Highway Commission.

Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A. Pease

Edwin A. Pease
Construction Office Engineer

EAP:AR
Enc.

NOTED
W. C. WILLIAMS

S-146(2) North Fork Yachats River Br. 1954

#4299

Form A-180 10M 2-54

NOTED
J. W. CATTRALL

RECEIVED
MAY 12 1955
ENGINEER
COUNTY RELATIONS

INVOICE

Oregon State Highway Department

Salem, Oregon

Contract #299
L-146(2)

Lincoln County, FAS 152
Newport, Oregon

NOTED

Attn: County Court

Invoice No. 39116
Date May 11, 1955
Your Req. No.
Billing Request No. cc-157
Credit distribution: 521-1036-897

Final billing North Fork, Yachats River Bridge, county FAS project. Covered by agreement dated September , 1954 as per attached statement.

Original advance deposit	4,750.00	
Less: Amt previously transferred	3,750.00	
Balance adv. deposit		1,000.00
County share of costs as per attached statement	4,398.15	
Less: Amount previously transferred	3,750.00	
Balance due		648.15
To be refunded		$ 351.85

[illegible] OF BILLING [illegible]

[illegible] Request $________________

By ________________

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

May 10, 1955

Lincoln County Court
Court House
Newport, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

Final costs on the North Fork, Yachats River bridge on FAS 152 are now available and it has been determined that the agreed county share of these costs is $4,398.15 as shown in the attached cost statement. As the County initially deposited $4,750 a refund of $351.85 will be made within the next two weeks. This refund will be by means of a check from our accounting division.

Final costs on the Ready Creek-Beamer Creek Section of FAS 152 have not yet cleared our books; however, as soon as these costs are available you will be advised.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

OREGON STATE HIGHWAY DEPARTMENT
ITEMIZED STATEMENT OF FINAL COSTS
NORTH FORK, YACHATS RIVER BRIDGE, FAS 152
CONTRACT NO. 4299
LINCOLN COUNTY

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Quantities	Total Cost
1. Shoring, cribbing, etc.	all	$3,300.00	100%	$ 3,300.00
2. Structural excavation	c.y.	15.00	95.27	1,429.05
3. Excavation below elevations shown	c.y.	15.00	12.94	194.10
4. Class "A" concrete	c.y.	70.00	144.87	10,140.90
5. Metal reinforced	lb.	0.12	33,449.20	4,013.90
6. Remove old bridge	all	2,000.00	100%	2,000.00
P.A. #1 Cement adjustment	bbl.	6.00	-3.78	Credit 22.68
			Subtotal........	$21,055.27

CONSTRUCTION ENGINEERING	1,691.03
TOTAL CONSTRUCTION COSTS	$22,746.30
FEDERAL FUNDS COLLECTED FOR PROJECT	$13,950.00

AGREED COUNTY SHARE OF TOTAL COSTS
50% of difference between total costs and federal funds
($22,746.30 - $13,950.00) X 1/2 = $4,398.15

County Advance Deposit =	$4,750.00
Less County Share Total Cost =	4,398.15
REFUND DUE LINCOLN COUNTY =	$ 351.85

JFH:mm
5/10/55

64

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon
County Lincoln
Project No. S-146(2)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 18th day of Feb., 19 55, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 3rd day of September, 19 54, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 0.015 miles of bridge construction
(Character of work)

between F.A. Route 12 at Yachats and a county road in Section 35, T. 14 S., R. 11 W., W.M.
(Control points)
consisting of 0.000 miles of roadway and one (Number) bridge~~s~~ totaling 0.015 miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of thirteen thousand, nine hundred fifty and 00/100 dollars ($13,950.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is twenty-three thousand, two hundred thirty-seven and 50/100 dollars ($23,237.50).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest
SECRETARY

By
Chairman, State Highway Commission
(Title)

By Chas H Reynolds
Member, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL:
STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS
By
Division Engineer, Bureau of Public Roads

—32551

FEB 21

FEB 19

Oregon State Highway Department

Federal Aid Secondary
Project No. S-146 (2)

YACHATS RIVER (NORTH FORK) BRIDGE

ON THE YACHATS RIVER ROAD IN LINCOLN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 12, 1955

Type Code X021
North Fork Yachats River Bridge (Sta. 0+04 to Sta. 0+84) (Contract No. 4299)

All Required	Shoring, Cribbing, etc.		$ 3,300.00
65 cu. yds.	Structural Excavation	$ 15.00	975.00
10 cu. yds.	Excavation Below Elevation Shown	15.00	150.00
150 cu. yds.	Class "A" Concrete	70.00	10,500.00
35,000 lbs.	Metal Reinforcement	0.12	4,200.00
All Required	Remove Old Bridge		2,000.00
	Subtotal		$21,125.00
	10% Engr. & Cont.		2,112.50
	Total		$23,237.50

Length of Structure 0.015 Mile

Federal Funds	$13,950.00
State Funds	4,643.75
County Funds	4,643.75
	$23,237.50

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-146 (2)

YACHATS RIVER (NORTH FORK) BRIDGE

ON THE YACHATS RIVER ROAD IN LINCOLN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon September 7, 1954

Type Code X021
North Fork Yachats River Bridge (Sta. 0+04 to Sta. 0+64)

All Required	Shoring, Cribbing, Etc.		$ 2,000.00
65 cu. yds.	Structural Excavation	$10.00	650.00
10 cu. yds.	Excavation Below Elevation Shown	15.00	150.00
150 cu. yds.	Class "A" Concrete	73.00	10,950.00
35,000 lbs.	Metal Reinforcement	0.12	4,200.00
All Required	Remove Old Bridge		1,000.00
	Subtotal		$18,950.00
	10% Engr. & Cont.		1,895.00
	Total		$20,845.00

Length of Structure 0.015 mile

Federal Funds	$12,000.00
State Funds	4,000.00
County Funds	4,845.00
	$20,845.00

RECEIVED
FOR FILING

[illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 11, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4299	3-Final	Orlando C. Bennard

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
42	R-332820	$ 420.51	1/21/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

Specified Completion Date: March 31, 1955

Time Extensions: None

Completion Date: Dec. 2, 1954

Date Accepted: Jan. 18, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-21-55

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: JAN 2
Ruth Rawlings

RECEIVED
JAN 3 - 1955
FOR FILING

S-146 (2)

December 31, 1954

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

State Highway Contract No. 4299 for construction of a bridge over the North Fork of the Yachats River on the Yachats River Road in Lincoln County was completed by the contractor, Orlando C. Bannard, on December 2, 1954, but has not as yet been accepted by the Commission.

Final payment in the amount of $420.51 will be released to the contractor after acceptance by the Commission. The total contract amount is $21,055.27 and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

mdm
cc:
Mr. Warner M. Bruce
152 Denny Way
Seattle 9, Washington

C. A. Tomassene & Sons
1002 Cascade Building
Portland, Oregon

NOTED ON CARD

RECEIVED
DEC 20 1954
FOR FILING

S-146(2)
4211

December 17, 1954

REGISTERED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Orlando C. Bennard on contract No. 4299, covering North Fork Yachats River Bridge on the Yachats River Road in Lincoln County. This payment, in the amount of $8014.83, will be released to the contractor on or after December 27,1954. The retained percentage is $638.19.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: C. A. Tomassene & Sons
1002 Cascade Bldg.
Portland, Oregon

NOTED ON CARD

TOM F. SKELTON, Judge
L. T. GRANT, Commissioner
RAY COX, Commissioner
WALLIE HAMMOND, ~~Treasurer~~
ROBERT E. COLLINS, Clerk
W. T. HOLLEN, Dist. Attorney

H. KUHLENBECK, Sheriff
JOHN L. GRAHAM, Assessor
F. O. PARKER, Coroner
JOE LONGFELLOW, School Supt.
D. B. AMBLER, Surveyor
NANCY WETMORE, Health Nurse

COUNTY OF LINCOLN
~~TOLEDO~~, OREGON
Newport

RECEIVED
FOR FILING
S-146(a)
-1277

December 7, 1954

NOTED
W. C. WILLIAMS

PLEASE RETURN TO
W. C. WILLIAMS

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Subject: Yachats River Bridge, State # 12035, County # 804B8

The County Surveyor and Engineer of Lincoln County Oregon has inspected this bridge and found it to be completed and satisfactory, and has so reported to this Court.

Now therefore being fully advised in this matter the County Court of Lincoln County, Oregon wished to advise the Oregon State Highway Commission that this bridge is completed to the satisfaction of this Court.

Very truly yours,

LINCOLN COUNTY COURT

Tom F. Skelton
County Judge

L. T. Grant
County Commissioner

Ray Cox
County Commissioner

RECEIVED
DEC 9 1954
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
DEC 9 1954
OREGON
STATE HIGHWAY COMMISSION

Copy made
for Bridge Dept.

RECEIVED
NOV 4 1954
FOR FILING

November 3, 1954

Mr. Orlando C. Bennard
222 N. E. Holland St.
Portland 11, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4299, which was awarded to you on October 13, 1954 by the State Highway Commission, covering the construction of North Fork Yachats River Bridge on the Yachats River Road in Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

Form A-159 10M 3-54

NOTED
[illegible]

NOTED
[illegible]

INVOICE

Oregon State Highway Department

Salem, Oregon

Invoice No.	36344
Date	Oct. 22, 1954
Your Req. No.	
Billing Request No.	CO 115
Credit distribution:	521-1036-297

Lincoln County
Newport, Oregon

Attn: County Court

NOTED

North Fork Yachats River Bridge, Lincoln County FAS project covered by agreement dated September, 1954.
Partial transfer of county's share of total costs.

	Advance Deposit	4,750.00
See above		3,750.00
	To be retained	$1,000.00

NOTED
J. F. HAGLMANN

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request: $________________
By ________________________

[illegible]

mde

cc – Mr. [illegible]
Mr. [illegible] Smith
Mr. [illegible]
Mr. [illegible]
Pacific Builder and Engineer, Inc.

Noted
jmc
10/14/54

RECEIVED
OCT 14 1954
FOR FILING

S-[illegible](2)

[illegible]

October 14, 1954

Mr. [illegible]
[illegible] Holland
Portland 11, Oregon.

Dear Sir:

The State Highway Commission on September [illegible], 1954, accepted your proposal for construction of a reinforced concrete bridge [illegible] of the [illegible] River in [illegible] County for the sum of $[illegible]. [illegible] referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer yesterday awarded you the contract in accordance with the Commission's authorization. This project has been assigned Contract No. [illegible].

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

[illegible] State Highway Commission

Secretary

rdb

cc - Mr. [illegible]
Mr. [illegible] Smith
Mr. [illegible]
Mr. [illegible] Probert
[illegible], Inc.

Noted
JMC
10/14/54

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram
FULL RATE TELEGRAM ☐
DAY LETTER ☐
NIGHT LETTER ☐

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE ☐
LETTER TELEGRAM ☐
SHIP RADIOGRAM ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
October 14, 1954
9:35 a.m.

Mr. Orlando G. Bennard
222 Northeast Holland
Portland 11, Oregon

Contract for North Fork Yachats River Bridge in Lincoln County for which you submitted low bid on September 23 awarded you yesterday. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc - CONFIRMATION
Accounting (5003-900)
Files
C. W. Head

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
FOR FILING

File

OREGON DISTRICT S-146(2)

4211

6

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

October 13, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract for Oregon Project S-146(2), Yachats River (North Fork) Bridge on the Yachats River Road, to Orlando C. Bennard of Portland, Oregon, low bidder in the amount of $21,125.00 at the September 23, 1954 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

NOTED
NES

NOTED
Harold

October 8, 1954

Mr. C. G. Polk, District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Dear Mr. Polk:

Attached are three copies each of an encroachment resolution and maintenance agreement covering Oregon Project S-146(2), Yachats River (North Fork) Bridge, FAS 152, in Lincoln County.

We have on file copies of an executed agreement covering Lincoln County's participation in the total cost of the project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm
Att.

RECEIVED
OCT 6 - 1954
FOR FILING

file

October 4, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Our Division office has advised that the justification for award of contract to Orlando C. Bennard for the North Fork Yachats River Bridge Project S-146(2), as presented in your letter of September 29, 1954, was insufficient and not of the type required in such instances. It is suggested that the State provide factual evidence explaining wherein the estimate was too low. Furthermore, the entire overrun in cost amounting to $2175 must be justified, not simply an amount sufficient to bring the estimate within the 10% limitation.

Concurrence in award must await your further presentation of the type of evidence mentioned above.

Very truly yours,

C. G. POLK
District Engineer

Original to Mr. Paxson with instructions to prepare and mail it direct

RECEIVED
OCT 5 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 1 - 1954
FOR FILING

September 29, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence is requested in the award of contract for the North Fork Yachats River Bridge, Federal-aid Project No. S-146 (2), to Orlando C. Bennard, who submitted the low bid of three on this project.

Mr. Bennard's bid was $21,125, which exceeded our estimate of $18,950 by 11.5 per cent. However, owing to the closeness of the three responsible bids received, it is deemed advisable to award the contract, for two principal reasons: (1) it is not believed that a lower bid would be received if the project were readvertised; (2) the urgency of construction of the bridge owing to the fact that the existing bridge has a three-ton load limit, which materially affects the economy of the territory serviced by the bridge.

Lincoln County has requested the award of the contract and has deposited its share of the cost.

Your concurrence in the award of this contract as of September 30 is respectfully requested.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. S. H. Probert
Mr. G. S. Paxson

WCW:me fp

RECEIVED
SEP 30 1954
FOR FILING

September 29, 1954

County Court of Lincoln County
Court House
Newport, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Lincoln County one fully executed copy each of a Maintenance Agreement and Finance Agreement between the State Highway Commission and Lincoln County covering the Yachats River (North Fork) bridge on the Yachats River Road, FAS 152, Lincoln County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
OCT 4 - 1954
FOR FILING

Salem, Oregon
September 29, 1954

Mr. John [illegible]. Cattrall
City & County Relations Dept.
Office

Dear Mr. Cattrall

Attached hereto are four certified copies of a Maintenance Agreement and one conformed copy of a Finance Agreement with Lincoln County covering the Yachats River (North Fork) bridge on the Yachats River Road, FAS 152 in Lincoln County.

The original of each of the above agreements have been retained in this office for the Commission's files and one fully executed copy of each have been sent to the County Court of Lincoln County.

Very truly yours

Secretary

rn
Attach:

REFERRED TO Query
BY SECRETARY

to file

1

FORM E-90 25M 9-51 32315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

11-7

Salem, Oregon
September 16, 1954

SUBJECT:

[illegible] to
Glaisyer.

To: Mr. W. C. Williams
OFFICE

Attached are three copies of a finance agreement covering the Yachats River (North Fork) bridge on the Yachats River Road, FAS 152, in Lincoln County. Two copies of the agreement have been executed by the proper county officials and are now ready for presentation to the Highway Commission. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the above project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on August 9, 1954.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:MM
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 8-9-54 Minute Page 42
A. B. Glaisyer
Secretary

STAT [illegible]

September 29, 1954

Lincoln County Court
Court House
Newport, Oregon

Gentlemen:

I wish to acknowledge receipt of Lincoln County's Warrant No. 26258 in the amount of $4,750 which is the County's share on the North Fork Yachats River bridge on FAS 152. As soon as this contract has been awarded a copy of the contract will be forwarded to the County for its records.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JWC:mm

P

RECEIVED
FORM E-30 25M 9-51 [illegible]
FOR FILING

Const
Fed. Aid
Proj. [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 29, 1954

SUBJECT: FAS 152, Lincoln County
North Fork Yachats River Bridge

To: Mr. W. C. Williams
OFFICE

[illegible]

NOTED
W. C. WILLIAMS

Lincoln County has deposited with the State $4,750 which represents the county's share in the North Fork Yachats River bridge FAS project. A contract for this project may now be awarded in so far as this office is concerned.

John W. Cattrall

John W. Cattrall
Engineer, County and City Relations

JWC:mm

cc: Mr. S. H. Probert

RECEIVED
1954
OFFICE OF
STATE HIGHWAY ENGINEER

TOM F. SKELTON, Judge
L. T. GRANT, Commissioner
RAY COX, Commissioner
WALLIE HAMMOND, Treasurer
ROBERT E. COLLINS, Clerk
W. T. HOLLEN, Dist. Attorney

W. H. KUHLENBECK, Sheriff
JOHN L. GRAHAM, Assessor
F. O. PARKER, Coroner
JOE LONGFELLOW, School Supt.
D. B. AMBLER, Surveyor
NANCY WETMORE, Health Nurse

COUNTY OF LINCOLN
~~TOLEDO~~, OREGON

September, 27, 1954 Newport, Oregon

Mr. John W. Cattrall
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Cattrall:

Enclosed is the check for $4,750.00 which is the County's share on the bid let on the Yachats River Bridge.

Sincerely yours,

County Judge's Office
By Virginia Myers Sec.

Warrant 26758 for [illegible]
[illegible] Rd. 9.3 [illegible]
[illegible]

1-Encl.

RECEIVED
SEP 28 1954
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
[illegible] 1954
OREGON
STATE HIGHWAY COMMISSION

NOTED
Harold C. Av[illegible]

NOTED

September 27, 1954

Lincoln County Court
Court House
Newport, Oregon

NOTED
J. W. CATTRALL

Gentlemen:

On August 23rd the Highway Commission received a satisfactory bid from Orlando C. Bennard of Portland for construction of the Yachats River (North Fork) bridge on FAS 152. As per the agreement between the state and county, an advance deposit of 20% of the estimated total cost based on the low bid is required from the county prior to award of a contract. The amount of this deposit is as follows:

Bid Items	$21,125.00
12 1/2% Engineering & Contingencies	2,640.00
Estimated Total Cost	$23,765.00

Advance Deposit of 20% = $4,753, or say $4,750

Please make this deposit by means of a warrant or check in the amount of $4,750 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of said deposit the contract will be awarded.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

NOTED
J E HAGE[illegible]NN

John W. Cattrall
Engineer, County and City Relations

JDG:mm

RECEIVED
SEP 29 1954
FOR FILING

Const
[illegible]
Prog. & Proj.

S-146(2)

September 27, 1954

Mr. Orlando C. Bennard
222 N. E. Holland
Portland, Oregon

Dear Sir:

The State Highway Commission on September 23, 1954 accepted your bid in the amount of $21,125 for construction of North Fork Yachats River Bridge on the Yachats River Road in Lincoln County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm
cc: H. G. Smith
S. H. Probert
R. G. Savage
G. S. Paxson

NOTED
V. R. JONES

Salem, Oregon
September 20, 1954

FAS 152, Lincoln County

Mr. R. L. Porter
Right of Way Engineer

NOTED
Harold [illegible]vers

NOTED
J. W. CATTRALL

Attached please find photostatic copies of two right of way deeds and two construction easements in connection with the North Fork, Yachats River bridge project in Lincoln County.

This covers all the right of way required for this project.

John W. Cattrall
Engineer, County and City Relations

JWC:mm
Att.

NOTED
J. F. HAGEMANN

NOTED
Harold C. Ayers

September 20, 1954

Honorable Tom F. Skelton
Lincoln County Judge
Newport, Oregon

FAS 152

Dear Judge:

I wish to acknowledge receipt of photostatic copies of the deeds and construction easements covering the right of way for the bridge on the Yachats River Road.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JWC:mm

TOM F. SKELTON, Judge
L. T. GRANT, Commissioner
RAY COX, Commissioner
WALLIE HAMMOND, Treasurer
ROBERT E. COLLINS, Clerk
W. T. HOLLEN, Dist. Attorney

W. H. KUHLENBECK, Sheriff
JOHN L. GRAHAM, Assessor
F. O. PARKER, Coroner
JOE LONGFELLOW, School Supt.
D. B. AMBLER, Surveyor
NANCY WETMORE, Health Nurse

COUNTY OF LINCOLN
Newport, ~~TOLEDO~~, OREGON

September 17, 1954

NOTED
Harold C. Ayers

Mr. John W. Cattrall
Engineer, County & City Relations
Salem, Oregon

Dear Mr. Cattrall:

We are enclosing the deeds and construction easements that were necessary for the right of way on the building of the bridge on the Yachats River Road.

The documents have been recorded in the Lincoln County Deed Records, one copy being sent on to you.

Sincerely yours,

County Judge's Office
By Virginia Myers Sec.

4-Encl.

RECEIVED
SEP 20 1954

RECEIVED
SEP 20 1954
OREGON
STATE HIGHWAY COMMISSION

NOTED
Harold C. Avers

NOTED
J. W. CATTRALL

September 10, 1954

Honorable Tom F. Skelton
Lincoln County Judge
Newport, Oregon

NOTED
J. F. HAGEMANN

NOTED
V. R. JONES

Dear Judge:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Yachats River (North Fork) bridge on FAS 152 upon which bids will be received September 23rd.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. You will be notified immediately after bids have been received of the amount of the advance deposit required.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications are for your information and records. The specifications provide that the project shall be completed not later than March 31, 1955.

If satisfactory, please have the Court sign, the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. Please mail the signed documents so as to arrive in this office not later than September 17th.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

Encl.

RECEIVED
FOR FILING

File

OREGON DISTRICT	
	[illegible]
	[illegible]
	[illegible]

(S-146,2)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

September 8, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P.S. and E. documents for Oregon Project S-146(2), Yachats River (North Fork) Bridge on the Yachats River Road. This is to authorize your advertising for bids.

Approval of P. S. and E. and authorization for advertising are given with the understanding that adequate approaches, including surfacing, will be constructed with or without Federal participation.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Please furnish the usual copies of maintenance agreement and encroachment resolution to cover this project.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
SEP 10 1954
OREGON
STATE HIGHWAY COMMISSION

JWC:PM
Encl.

NOTED
V. R. JONES

NOTED
Harold C. Ayers

September 2, 1954

Honorable Tom F Skelton
Lincoln County Judge
Court House
Newport, Oregon

FAS 152

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Dear Judge:

This is to confirm our telephone conversation of September 1st regarding the right of way requirements on the proposed bridge over the North Fork of the Yachats River.

I am returning the sketch map that Mr. Ambler sent. The location of the proposed bridge has been placed upon this map which shows very clearly that the 15 feet from the center line is inadequate for right of way purposes as it does not allow any clearance between the edge of the bridge and the right of way line. I have discussed this with the Bureau of Public Roads and they will approve 20 feet from the center line which will give a 5' clearance from the edge of the bridge to the right of way line. This line is shown on the map marked "proposed right of way." In addition, the Bridge Department feels that this is not sufficient width for the contractor to work in and that the county should obtain an additional 20' construction easement, this easement to be in force during the time that the contractor is working on the bridge. This is shown on the map as a dash-line and marked "construction easement."

We are proceeding with the plans and are submitting them to the B.P.R. with the right of way and construction easement as shown on the enclosed map. It would be appreciated if you could furnish this office, not later than September 20th, with a photostatic copy of the signed deed and also a photostatic copy of the signed easement.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JWC:MM
Encl.

NOTED
V. R. JONES

August 12, 1954

Lincoln County Court
Court House
Newport, Oregon

NOTED
Harold C. Ayers

Gentlemen:

On August 9th the Highway Commission approved construction of the N. Fork of the Yachats River Bridge and the Yaquina River Bridge, on FAS 152 and 584 respectively, with FAS funds.

Preparation of plans and specifications and approval of the Bureau of Public Roads is now required prior to contracting the proposed projects. Every effort will be made to get these bridges under contract at an early date.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

NOTED
J. F. HAGEMANN

LINCOLN COUNTY
PROPOSED PROJECTS

FAS 152 - N. Fork Yachats River Bridge, $20,000.
This bridge is located approximately 7-1/4 miles east of the City of Yachats.

The proposed project is to replace the existing 83' timber truss which has a 16' roadway with a new 24' roadway bridge. The FAS project will be for the structure only with the county to construct road approaches as required.

FAS 584 - Yaquina River Bridge, $30,000.
This bridge is located approximately 2-3/4 miles north of Elk City.

The proposed project is to replace the existing 154' timber truss which has a 10' 3" roadway with a new 24' roadway bridge. The FAS project will be for the structure only with the county to construct road approaches as required.

8/2/54

File This: [illegible] 152 [illegible]

For further information see: [illegible] 584

Letter-Agreement-Other, Dated: [illegible] 14, [illegible]

To: [illegible]

From: [illegible]

[illegible] 12.
[illegible] Bridge [illegible]
[illegible] specifications [illegible]

S-57 (4) Forest Boundary-Meadow Brook 1954
Sec. of the Ukiah-Hilgard
4300 Hwy.

RECEIVED
AUG 8 1957
FOR FILING

[illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
August 7, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4300	16 Post-Final	Vernia Jarl	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
17973	H-187965	$ 750.00	8/7/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: **July 31, 1955**

Time Extensions: **July 31, 1956**

Completion Date: **July 9, 1956**

Date Accepted: **Sept. 27, 1956**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **Aug. 7, 1957**

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

NOTED ON CARD
om

Warrant Mailed:
AUG 7 1957
Ruth Rawlings

RECEIVED
AUG 3 1957
FOR FILING

4300

August 2, 1957

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attn.: G. H. Burnett

Gentlemen:

You are hereby notified that a post-final payment will be made to Vernie Jarl on Contract No. 4300, for grading and topping on the Forest Boundary-Meadow Brook Section of the Ukiah-Hilgard Highway in Union County. This payment will be made as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $101,228.05, including the post-final payment of $750.00. There was no force account work performed in connection with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

NOTED ON CARD
em

FORM E-123 25M REVISED 9-56

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MC IVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
JUN 27 1957
FOR FILING
S-57 (4)
4300

June 25, 1957

36 8 [illegible]

Mr. Vernie Jarl
438 S. Roberts Avenue
Gresham, Oregon

Dear Mr. Jarl:

With reference to your letter of claim of May 13th I am forwarding herewith a proposed price agreement in settlement of the claim which you have made. I discussed this with you previously and by phone this date.

Will you please execute the price agreement and forward to this office through A. F. Parson, Division Engineer at La Grande.

I believe the price agreement is self-explanatory and incorporates the points of agreement which we arrived at in our discussions.

Very truly yours,

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

Encl.

cc Forrest Cooper ✓
A. F. Parson

NOTED
FORREST COOPER

RECEIVED
JUN 26 1957
OFFICE OF
STATE HIGHWAY ENGINEER

ASSIGNMENT

Date: **May 22, 1957** No. 368 By Ja

Description: **Letter of May 13 by Vernie Jarl re Contract No. 4300, Forest Boundary-Meadow Brook Section of Ukiah-Hilgard Highway in Union County. He makes claim for compensation in amount of $6808 because of original borrow pit not being suitable for materials for job.**

Acknowledged by____ Referred to **Edwards**

XXX Investigate and report with recommendation
__ Such action as necessary and report
__ Comment or recommendation
__ Return with rough draft of reply
__ Prepare reply for signature of Mr.________
__ Contact correspondent and report

Remarks:

PLEASE RETURN TO
FORREST COOPER

Executed 6-25-57 Report Received________

E JARL
ontractor
AM, ORE.

REFERRED TO
Cooper
By State H [illegible] Engineer

REFERRED TO
BY SECRETARY

ay 13, 1957

PLEASE RETURN TO
FORREST COOPER

Re-State Highway Contract #4300
Forest Boundary-Meadow Brook
Section of Ukiah-Hilgard
Highway in Umion County

ble sum of money on this contract due
uling on items #17 and #18 of the contract.
out the topping pit was changed to a dif-
erial in pit #1 was not suitable for the
strip pits #2 and #3 before we were able
ll of this necessitated additional work
ince your department designated the borrow
from.

we were required to do in these three

ours shovel sorting gravel in pit #2
" " " " "
" " " " "
Total of 56 hours shovel @ 18.00 per hour or $1008.00
June 1956- 22 hours D8 cat stripping and sorting gravel @ 16.00 per hour or $352.00.
About June 15, 1956 we moved the equipment to pit #3 and D8 cat worked 8 hours stripping @ 16.00 per hour or $128.00
July 3, 1956- 8 hours D8 cat leveling and draining pit #2 @ 16.00 per hour or $128.00.
July 3, 1956- 4 hours D3 cat clearing pit #3 @ 16.00 per hour or $64.00
July 7, 1956- 8 hours D8 cat clearing and leveling pit #3 @ 16.00 per hour or 128.00.

On borrow pit #1 we stripped approximately 30,000 cubic yards of dirt whereas if there had been good material in the borrow we would have had to strip only about 10,000 cubic yards. This makes a difference of approximately 20,000 cubic yards of material handled extra without any pay. The cost of handling this material at an average of twenty-five cents per yard would amount to $5000.00. This makes a grand total of $6808.00 which we feel that we are entitled to, on account of the original borrow pit not being suitable for materials for the job.

Yours very truly,

Vernie Jarl

Vernie Jarl

VERNIE JARL
General Contractor
GRESHAM, ORE.

REFERRED TO
Cooper
By State Highway Engineer

REFERRED TO
BY SECRETARY

May 13, 1957

State Highway Commission,
Salem, Ore.,

PLEASE RETURN TO
FORREST COOPER

Re-State Highway Contract #4300
Forest Boundary-Meadow Brook
Section of Ukiah-Hilgard
Highway in Umion County

Gentlemen;

We lost a considerable sum of money on this contract due to the pit run topping and hauling on items #17 and #18 of the contract. After the original plans were out the topping pit was changed to a different location. The ~~pit~~ material in pit #1 was not suitable for the job and we were compelled to strip pits #2 and #3 before we were able to get suitable materials. All of this necessitated additional work which was no fault of ours, since your department designated the borrow pits the material was to come from.

The extra work that we were required to do in these three pits is as follows;

November 1955- 24 hours shovel sorting gravel in pit #2
May 1956 - 24 " " " " "
June 1956 8 " " " " "
Total of 56 hours shovel @ 18.00 per hour or $1008.00
June 1956- 22 hours D8 cat stripping and sorting gravel @ 16.00 per hour or $352.00.
About June 15, 1956 we moved the equipment to pit #3 and D8 cat worked 8 hours stripping @ 16.00 per hour or $128.00
July 3, 1956- 8 hours D8 cat leveling and draining pit #2 @ 16.00 per hour or $128.00.
July 3, 1956- 4 hours D8 cat clearing pit #3 @ 16.00 per hour or $64.00
July 7, 1956- 8 hours D8 cat clearing and leveling pit #3 @ 16.00 per hour or 128.00.

On borrow pit #1 we stripped approximately 30,000 cubic yards of dirt whereas if there had been good material in the borrow we would have had to strip only about 10,000 cubic yards. This makes a difference of approximately 20,000 cubic yards of material handled extra without any pay. The cost of handling this material at an average of twenty-five cents per yard would amount to $5000.00. This makes a grand total of $6808.00 which we feel that we are entitled to, on account of the original borrow pit not being suitable for materials for the job.

Yours very truly,

Vernie Jarl

Vernie Jarl

Form [illegible] (Rev.) [illegible]

RECEIVED
JUL 5 1957
FOR FILING
7.(4)

OREGON STATE HIGHWAY DEPARTMENT

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Forest Boundary-Meadow Brook 4300
Date June 25, 1957
Highway Ukiah-Hilgard
Contract No. 4300
County Union
Prefix 131-1032
Contractor Vernie Jarl
F. A. Project No. S-57(4)
Address 438 S. Roberts Avenue, Gresham, Oregon
Price Agreement No. # 6

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Excess stripping of specified "Selected Roadbed Topping Pit" over that indicated at time of letting of contract.

Locations by station numbers:

0.5 mile south Station 55+00 (M.P. 13.4)

Names of pay items, estimated quantities and agreed prices:

Excess stripping 5,000 cubic yards (Negotiated amount)

5,000 Cu. Yds. At $0.15 = $750.00

Specifications, basis of measurement and other provisions:

Payment is on negotiated amount as below.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$	114,356.25
Present estimate of project cost, including $ for work under this order	$	113,389.02
Expected under-run ~~over-run~~ (amount)	$	967.23
Expected under-run ~~over-run~~ (per cent)		0.85

Submitted by: Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: L. Construction Engineer or Bridge Engineer

Signed Vernie Jarl Contractor

Approved: Deputy State Highway Engineer or Assistant State Highway Engineer

State Printing 83801

The stripping necessary to obtain gravel from this specified source was considerably greater than had been anticipated by either the contractor or the State. The pit specified proved to be very spotty and a great deal of sorting had to be done to obtain suitable materials. This involved approximately 15,000 cubic yards of sorting and stripping. Approximately one-third of the pit, although it had to be stripped, did not provide any yield of suitable materials. All of the suitable materials that were available were used from this pit and another source had to be opened up for which the contractor was compensated under Price Agreement No. 4.

It is therefore thought that one-third of the sorting and stripping should properly be paid for by the State. This amounts to 5,000 cubic yards. The unit price was arrived at from equipment time kept on the job by the inspector. This settlement is to comprise full and final payment for all unsettled claims on the job.

CONSTRUCTION DIVISION
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OREGON STATE HIGHWAY DEPARTMENT
(date)
June 24, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4300 *4300*	15-Final	Vernie Jarl	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
14182	H-164192	$ 2,999.37	6/24/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: **July 31, 1955**

Time Extensions: **July 31, 1956**

Completion Date: **July 9, 1956**

Date Accepted: **Sept. 27, 1956**

Penalties: **None of record.**

Claims: **None of record.**

Remarks:

Date: **June 25, 1957**

To the Accounting Division:

Release of the above warrant is hereby authorized *immediately*.

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: JUN 25 1957

Ruth Rawlings

NOTED ON CARD
I.M.

RECEIVED
OCT 10 1956
FOR FILING

[illegible]

4 [illegible]

October 10, 1956

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. O. H. Burnett

Dear Sir:

State Highway Contract No. 4300 for work performed on the Forest Boundary-Meadow Brook Section of the Ukiah-Hilgard Highway in Union County was completed by the contractor, Vernie Jarl, on July 9, 1956 and was formally accepted by the Highway Commission on September 27, 1956.

Final payment in the amount of $2,999.37 will be released to the contractor on or after October 20, 1956. The total contract amount is $100,478.05 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
SEP 26 1956
FOR FILING

S-57 (4)

4300

September 25, 1956

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to Vernie Jarl on contract No. 4300, covering the Forest Boundary-Meadow Brook Section of the Ukiah-Hilgard Highway in Union County. This payment, in the amount of $4,780.65, will be released to the contractor on or after October 6, 1956. The retained percentage is $3,014.80.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

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RECEIVED
AUG 30 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

August 29, 1956

Mr. Vernie Jarl
438 S. Roberts Ave.
Gresham, Oregon

Dear Sir:

The State Highway Commission at its meeting held on August 16 had under discussion your request for an extension of time from July 31, 1955 to July 31, 1956 within which to complete your contract No. 4300, covering the Forest Boundary-Meadow Brook Section of the Ukiah-Hilgard Highway in Union County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. F. Parson,
Division Engineer

John C. Hiatt,
Resident Engineer

Tom Edwards,
Construction Engineer

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RECEIVED
JUL 30 1956
FOR FILING

S-57 (4)
42

July 27, 1956

Oregon State Highway Commission

Request for extension of time
No. 6
August 16 and 17 meeting

Gentlemen:

Herewith a request from Vernie Jarl for an extension of time on the Forest Boundary-Meadow Brook, Contract No. A300, from July 31, 1955 to July 31, 1956.

This project is isolated in a rather mountainous area and the contractor had considerable difficulty both with labor and inclement weather. While it is believed that the contractor could have completed it at an earlier date, we did not suffer too much inconvenience, and I would recommend that the extension be granted without penalty.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

cc Mr. Forrest Cooper

EAP:of fn

RECEIVED
JUL 12 1956
FOR FILING

S-57 (4)

[illegible]

July 12, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 9, 1956, on Contract No. 4300, Forest Boundary-Meadow Brook Section, in Union County, in connection with Federal Aid Project No. S-57(4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DSP:ia

cc: John Cattrall

Form E-1-Rev 6-55—10M

A

S-57 (4)
4300

O GON STATE HIGHWAY DEPARTM

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

FINAL
No. 40

For Week Ending July 9 (Monday), 19 56

Section Forest Boundary - Meadow Brook

Kind of work Grading & Topping

Highway Ukiah - Hilgard

Section prefix 131-1032 S-57(4)

Contractor Vernie Jarl

Contract number 4300

Date of contract October 18, 19 54

Date of completion July 31, 19 55

Date work started November 22, 19 54

Estimated date of completion Complete, 19

Project authorization $114,356.25

Exclusive of Engineering $106,224.25

Per cent of time elapsed 220.6 %

Estimated cost of completed project, exclusive of engineering $ 99,547.73

Estimated per cent ~~XXXXXXX~~ underrun 2.1 %

Per cent of contract completed, based on total contract price 97.9 %

Engineering authorization $ 8,132.00

Engineering cost to date $ 10,393.31, 127.8 %

Date project was completed July 9, 19 56

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Blade worked a short time Monday morning cleaning ditches to complete the job.

NOTED
L. H. Young

NOTED
V. D. WOLFE

NOTED

NOTED
R. D. ASBURY

Signed J. C. Hutt

Address La Grande

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 86385

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.29	4.29			
Miles partially completed					
Miles completed	4.29	4.29			
Total estimated quantities (contract)	118,000 CY	26,600 CY			
Total quantities corrected to date	110,035.9 CY	24,350 CY			
Estimated quantities moved or placed to date	110,035.9 CY	24,350 CY			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1 day				
Hours per shift	½				
Average force on project for week	1				

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders 1, Rollers............, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair & warm		
Monday	Fair, becoming over-cast P.M. +93°		
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JAN 4 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 30, 1955

SUBJECT: Forest Boundary-Meadowbrook
Ukiah-Hilgard
Contract No. 4300

To:

Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

Reference is made to Laboratory Reports Nos. 381497 and 381498, dated December 23, 1955, which show the roadbed topping material now being produced has P.I.s ranging from 5 to 9 percent.

As pointed out in our letters of October 18th, 1955, this material is not described in our specifications, but is considered unsuitable when compared to roadbed topping material, which has been produced under this same contract and in the same general area.

Will you please instruct the resident engineer to have the contractor confine his operations to those areas where material similar to that, represented by Laboratory Reports 377554 and 377555 having LLs of from 29-33 and P.I.s of from 2 to 5, can be obtained.

L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

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Form 2-61—20M—9-55
JAN 3 1956
FOR FILING

GON STATE HIGHWAY DEPARTM T
Materials Division

LABORATORY REPORT

Project Forest Boundary-Meadow Brook
Highway Ukiah-Hilgard
Contractor Vernie Jarl
Submitted by J. C. Hiatt

Contract No. 4300

Prefix No. 131-1032
County Union
F. A. Project No. S 57(4)
Date reported Dec. 23, 1955

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Pit .25 mi. N. of Sta. 73
To be used Roadbed topping
Sampled by John H. Ricker
Sampled at "A"
Date received Dec. 22, 1955
Quantity represented 2000 cy

TEST RESULTS

Laboratory No. 381497
Data Sheet No. 95136
Type of material Gravel
Screen opening: To ¼": Sq. ; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2	0	0	
1½	3.5	3.5	
1	14.6	18.1	
3/4	16.4	34.5	
1/2	17.8	52.3	
1/4	18.5	70.8	
10	9.7	80.5	
40	7.3	87.8	
80	9.7	97.5	
200	1.8	99.3	
Pass	0.7	0.7	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler
Specific gravity (Le Chatelier)
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss
Asphalt stripping: Natural fines
Manufactured fines
Plasticity index: Natural fines 5 %
Manufactured fines %
Liquid limit: Natural fines 41 %
Manufactured fines %

W. C. WILLIAMS

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Pearson
x Resident Engineer Hiatt
Dist. Maint. Supt.
Foreman
x Geology and Soils
x Files
x W. C. Williams
x Milne

Engineer of Materials

State Printing 89046

RECEIVED
JAN 3 1956

~~FOR FILING~~

S-[illegible]

ON STATE HIGHWAY DEPARTM
Materials Division

LABORATORY REPORT

Project Forest Boundary-Meadow Brook
Highway Ukiah-Hilgard
Contractor Vernie Jarl
Submitted by L. C. Hiatt

Contract No. 4300

Prefix No. 111-1072
County Union
F. A. Project No. S 57(4)
Date reported Dec. 23, 1955

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Pit. .25 mi. N. of Sta. 73
Sampled at
To be used Roadbed topping
Sampled by John H. Ricker
Date received Dec. 22, 1955
Quantity represented 2000 cy

TEST RESULTS

Laboratory No. 381498
Data Sheet No. 95136
Type of material Gravel
Screen opening: To ¼": Sq.; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2	0	0	
1¼	2.8	2.8	
1	14.2	17.0	
3/4	16.6	33.6	
1/2	22.7	56.3	
1/4	18.4	74.7	
10	9.2	83.9	
40	10.2	94.1	
80	5.2	99.3	
200	0.5	99.8	
Pass	0.2	0.2	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	
Specific gravity (Le Chatelier)	
Unit weight, dry rodded, lbs. per cubic foot	
Unit weight, loose, lbs. per cubic foot	
Fineness factor	
Sodium sulfate test, per cent loss	
Asphalt stripping: Natural fines	
Manufactured fines	
Plasticity index: Natural fines	9 %
Manufactured fines	%
Liquid limit: Natural fines	37 %
Manufactured fines	%

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Parson
x Resident Engineer Hiatt
Dist. Maint. Supt.
Foreman
x Geology and Soils
x Files
x W. C. Williams
x Milne

Engineer of Materials

State Printing 89046

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NOV 1[illegible] 1955
FOR FILING

S-57(4)
4200

FORM E-123 20M REVISED

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

La Grande, Oregon
November 16, 1955

W. C. WILLIAMS

Vernie Jarl
438 S. Roberts Avenue
Gresham, Oregon

Dear Mr. Jarl:

It has been brought to our attention that you are taking your equipment off the Forest Boundary-Meadow Brook Section, Contract No. 4300.

This contract was to have been completed on July 31, 1955. We recommended an extension without penalty to October 31, 1955. In the past week another extension was requested to December 31, 1955.

The removal of equipment would indicate that the job would not be completed this year. The grading is virtually completed, but grade has not been shaped for topping. I have been unsuccessful to contact you by phone to find out your plans and your foreman did not discuss his plans with our resident engineer. Therefore, I am writing to ask what plans you have to complete the job. It is known that weather is severe at present and it is hoped it won't last too long.

We are going to be put to extra expense in maintenance in snow plowing if the new section is not finished before December 31. We now maintain the old road to Starkey. However, we no doubt will have to maintain to Mt. Emily Camp with hazardous turns and cattle guards that complicates our plowing.

I cannot see how I can recommend further extension of time without penalty.

Please advise your plans.

Very truly yours,

A. F. Parson
Division Engineer

AFP:gb
cc - W. C. Williams
Forrest Cooper
J. C. Hiatt

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OCT 20 1955
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FORM K-88X 37½ 3-54 78730
[illegible]
4300

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 18, 1955

SUBJECT: Forest Boundary-Meadowbrook
Ukiah-Hilgard
Contract No. 4300

NOTED
W. C. WILLIAMS

To:

~~Mr. A. F. Parson~~
~~Division Engineer~~

Reference is made to Laboratory Reports 377556 and 377557, dated October 12, 1955, representative of material having a high P.I. for Selected Roadbed Topping. This material is noted as not suitable for "topping" because of this excess P.I.

The Special Provisions and Standard Specifications for this project make no provisions for selecting topping on the basis of P.I., therefore, it will be difficult to reject the material represented by these laboratory reports.

However, please instruct the resident engineer to have the contractor work such areas of the source that will produce the better material represented by Laboratory Reports 377554, 377555 and 377557.

L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
G. W. Harra
Ray Webber

Form [illegible]

C GON STATE HIGHWAY DEPARTM T
Materials Division

LABORATORY REPORT

Project Forest Boundary-Meadow Brook
Highway Ukiah-Hilgard
Contractor Vernie Earl
Submitted by J. C. Hiatt
Contract No. 4900
Prefix No. 131-1032
County Union
F. A. Project No. S 57(4)
Date reported Oct. 12, 1955

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material @3 mi. N. of Sta. 73+00
Sampled at Source
To be used Topping
Sampled by John W. [illegible]
Date received Oct. 6, 1955
Quantity represented

TEST RESULTS

Laboratory No. F-77547
Data Sheet No. F-95134 D
Type of material Gravel
Screen opening: To ¼": Sq.; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
3	0	0	
2	3.5	3.5	
1½	2.2	5.7	
1	16.6	22.3	
3/4	16.2	38.5	
1/2	14.0	52.5	
1/4	12.9	65.4	
10	10.3	75.7	
40	12.5	88.2	
Pass	11.8	11.8	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	5	%
Manufactured fines		%
Liquid limit: Natural fines	33	%
Manufactured fines		%

NOTED
W. C. WILLIAMS

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Parsons
x Resident Engineer Hiatt
Dist. Maint. Supt.
Foreman
x Geology and Soils
x Files
x W. C. Williams
x Files

Engineer of Materials

State Printing 79626

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FOR FILING

Form E-61—20M—10-44

O[illegible]GON STATE HIGHWAY DEPARTM[illegible]T
Materials Division

LABORATORY REPORT

Project [illegible] Forest Boundary-Meadow Brook
Highway [illegible]
Contractor Vernie [illegible]
Submitted by [illegible]

Prefix No. [illegible]
County Union
Contract No. [illegible]
F. A. Project No. [illegible]
Date reported Oct. 12, 1955

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material .25 mi. [illegible] of Sta. 73+00
Sampled at Source
Date received Oct. 6, 1955
Quantity represented
To be used Topping
Sampled by John [illegible]

TEST RESULTS

Type of material Gravel
Screen opening: To ¼": Sq.; ¼" and below: Square:

Laboratory No. 377556
Data Sheet No. 95134 C

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
4	0	0	
3	3.6	3.6	
2	1.7	5.3	
1½	8.8	14.1	
1	24.1	38.2	
3/4	11.3	49.5	
1/2	12.6	62.1	
1/4	12.2	74.3	
10	9.8	84.1	
40	6.7	90.8	
Pass	9.2	9.2	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	12	%
Manufactured fines		%
Liquid limit: Natural fines	40	%
Manufactured fines		%

NOTED
W. C. WILLIAMS

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Parker
x Resident Engineer Hiatt
Dist. Maint. Supt.
Foreman
x Geology and Soils
x Files
x W. C. Williams
x Mains

Engineer of Materials

State Printing 79625

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CPR8 [illegible]562
State Oregon
County Union
Project No. 8-57(4)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 18th day of Feb., 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 3rd day of September, 1954, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program: Being 4.267 miles of grading, draining, and low type surfacing of a two-lane road (Character of work) between F.A. Route 30 near Ukiah and F.A. Route 1 approximately 7 miles west of La Grande, (Control points) consisting of 4.267 miles of roadway and no (Number) bridges [illegible].

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of sixty-nine thousand and 00/100 dollars ($69,000.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is one hundred eleven thousand, eight hundred fifteen and 00/100 dollars ($111,815.00).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITHNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title)

By Chas H Reynolds
Member, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS
By
Division Engineer, Bureau of Public Roads

Attest
SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

—32551

FEB 21

Oregon State Highway Department

Federal Aid Secondary
Project No. S-57 (4)

FOREST BOUNDARY-MEADOW SECTION
OF THE UKIAH-HILGARD HIGHWAY IN UNION COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 31, 1954

Type Code-2010
Roadway (Sta. 22+31.70 to Sta. 247+60)

All Required	Clearing and Grubbing	$	$ 7,500.00
500 cu.y.	Drainage Excavation, Unclassified	2.50	1,250.00
118,000 cu.y.	General Excavation, Unclassified	0.48	56,640.00
154,000 yd.sta.	Short Overhaul	0.015	2,310.00
800 C-yd.sta.	Long Overhaul	0.40	320.00
4.27 miles	Finishing Roadbed and Slopes	500.00	2,135.00
18,000 lin.ft.	Rounding Cutbanks	0.15	2,700.00
30 lin.ft.	24-inch Corrugated Metal Pipe	7.00	210.00
130 lin.ft.	48-inch Corrugated Metal Pipe, 10-gage	18.50	2,405.00
40 lin.ft.	72-inch Corrugated Metal Pipe	38.50	1,540.00
1,200 lin.ft.	18-inch Concrete Pipe	3.50	4,200.00
160 lin.ft.	24-inch Concrete Pipe	5.00	800.00
50 lin.ft.	36-inch Concrete Pipe	8.50	425.00
140 lin.ft.	72-inch Structural Plate Pipe	45.00	6,300.00
100 lin.ft.	6-inch Perforated Metal Drain Pipe, Uncoated	1.75	175.00
20 cu.y.	Special Backfill in Drains	5.00	100.00
26,600 cu.y.	Selected Roadbed Topping	0.40	10,640.00
49,000 yd.mi.	Hauling Roadbed Topping	0.15	7,350.00
530 M-gal.	Sprinkling	2.50	1,325.00
	Subtotal		$108,325.00
	10% Engr. & Cont.		10,832.50
	Total		$119,157.50

Length of Roadway	4.267 miles
Cost of Roadway per mile	$27,925.35

Federal Funds_ _	$ 73,000.00
State Funds_ _	46,157.50
	$119,157.50

Oregon State Highway Department

Federal Aid Secondary
Project No. S-57 (4)

FOREST BOUNDARY-MEADOW BROOK SECTION
OF THE UKIAH-HILGARD HIGHWAY IN UNION COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 20, 1954

Type Code 2010
Roadway (Sta. 22+31.70 to Sta. 247+60)

All Required		Clearing and Grubbing		$ 7,500.00
500	cu. yds.	Drainage Excavation, Unclassified	$ 2.50	1,250.00
118,000	cu. yds.	General Excavation, Unclassified	0.48	56,640.00
154,000	yd. sta.	Short Overhaul	0.015	2,310.00
800	C-yd. sta.	Long Overhaul	0.40	320.00
4.27	miles	Finishing Roadbed and Slopes	500.00	2,135.00
18,000	lin. ft.	Rounding Cutbanks	0.15	2,700.00
30	lin. ft.	24-inch Corrugated Metal Pipe	7.00	210.00
130	lin. ft.	48-inch Corrugated Metal Pipe, 10 gage	18.50	2,405.00
40	lin. ft.	72-inch Corrugated Metal Pipe	38.50	1,540.00
1,200	lin. ft.	18-inch Concrete Pipe	3.50	4,200.00
160	lin. ft.	24-inch Concrete Pipe	5.00	800.00
50	lin. ft.	36-inch Concrete Pipe	8.50	425.00
140	lin. ft.	72-inch Structural Plate Pipe	45.00	6,300.00
100	lin. ft.	6-inch Perforated Metal Drain Pipe, Uncoated	1.75	175.00
20	cu. yds.	Special Backfill in Drains	5.00	100.00
26,600	cu. yds.	Selected Roadbed Topping	0.40	10,640.00
63,000	yd. mi.	Hauling Roadbed Topping	0.15	9,450.00
530	M-gal.	Sprinkling	2.50	1,325.00
			Subtotal	$110,425.00
			10% Engr. & Cont.	11,042.50
			Total	$121,467.50

Length of Roadway	4.267 miles
Cost of Roadway per mile	$27,925.35

Federal Funds	$ 75,000.00
State Funds	46,467.50
	$121,467.50

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DEC 2 - 1954
FOR FILING

5-57(4)

December 1, 1954

Mr. Vernie Jarl
438 S. Roberts Ave.
Gresham, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4300, which was awarded to you on October 18, 1954 by the State Highway Commission, for grading and topping on the Forest Boundary-Meadow Brook Section of the Ukiah-Hilgard Highway in Union County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
DEC 1 - 1954
FOR FILING

S-57(4)
4300

November 29, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on November 22, 1954, on Contract No. 4300, Forest Boundary-Meadowbrook Section, in Union County, in connection with Federal Aid Project No. S-57 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DSP:im

RECEIVED
OCT 22 1954
FOR FILING

3-57(4)

[illegible]

October 18, 1954

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and topping work on the Forest Boundary-Meadow Brook Section of the Ukiah-Hilgard Highway in Union County, Project S-57 (4), to Vernie Jarl of Gresham, Oregon, on the basis of the bid of $101,650.00 submitted on September 23, 1954.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:eh

RECEIVED
FOR FILING

OREGON DISTRICT
S-57(4)
4300

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

October 18, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your memorandum of today, advising that all rights of entry have been acquired for Oregon Project S-57 (4), Forest Boundary-Meadow Brook Section of the Ukiah-Hilgard Highway, we hereby concur as of this date in award of contract to Vernie Jarl of Gresham, Oregon, low bidder in the amount of $101,650.00 at the September 23, 1954 bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
OCT 20 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 19 1954
FOR FILING

5-57(4)

October 18, 1954

Mr. Vernie Jarl
P. O. Box 507
Gresham, Oregon

Dear Mr. Jarl:

The State Highway Commission on September 25, 1954 accepted your proposal for grading and topping the Forest Boundary-Meadow Brook Section of the Ukiah-Hilgard Highway in Union County for the sum of $101,650.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4500.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

Attn: Dorothy McCormack

R. G. Savage (SIAC)
H. G. Smith
S. H. Probert

[illegible]STIC SERVICE
[illegible] the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	☐
DAY LETTER	☐
NIGHT LETTER	☐

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	☐
LETTER TELEGRAM	☐
SHIP RADIOGRAM	☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
October 16, 1954
6:45 a.m.

Vernie Jarl
Gresham, Oregon

Contract for grading and topping Forest Boundary-Meadow Brook Section of Ukiah-Hilgard Highway , Union County, for which you submitted low bid on September 28, 1954 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Files ✓

R. L. PORTER
Right of Way Engineer

RLP/fn

RECEIVED
1954

OCT 18 1954
FOR FILING
FORM E-90 20M 9-51 92319

5-57(4)

430

8

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 15, 1954

SUBJECT: Forest Boundary-Meadow Brook Section
Ukiah-Hilgard Secondary Highway
Union County

To: Mr. W. C. Williams
Deputy State Highway Engineer
OFFICE

NOTED
W. C. WILLIAMS

All rights of way on this project have been acquired and as far as this department is concerned, the contract may be awarded.

R. L. Porter
R. L. PORTER
Right of Way Engineer

RLP/fn

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1954

RECEIVED
OCT 1 - 1954
FOR FILING

Const
Fed. Aid
Prog & Proj

September 29, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are sending under separate cover four blue print copies of project statement map for the Forest Boundary-Hilgard Section Project No. FAS 57 (Revised). This map is to replace the copies covering the entire Ukiah-Hilgard Highway, sent to you a few days ago.

Very truly yours,

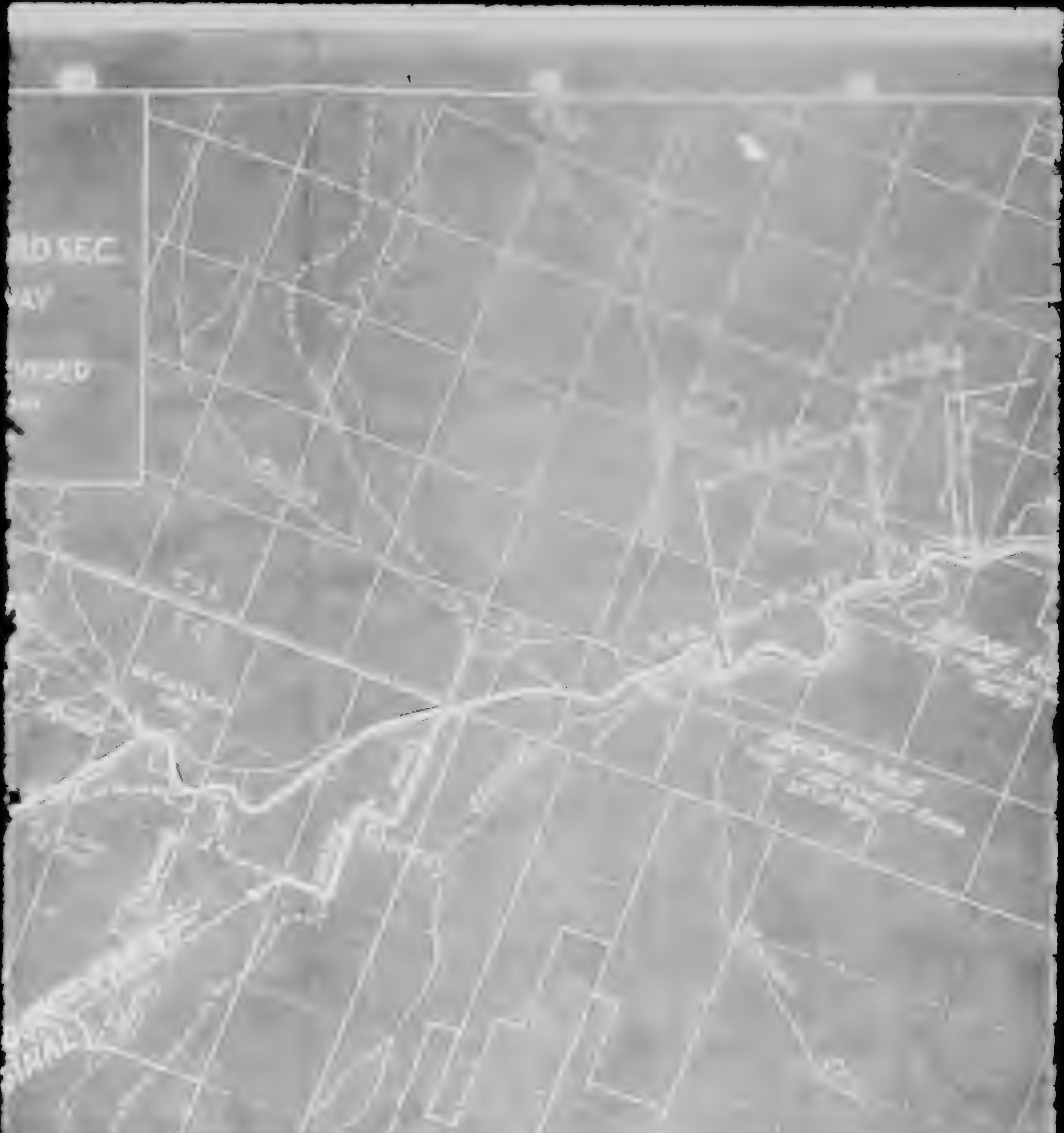
R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

JWE:dw

FOREST BDY – HILGARD SEC.
HIGHWAY


RD SEC.
AY
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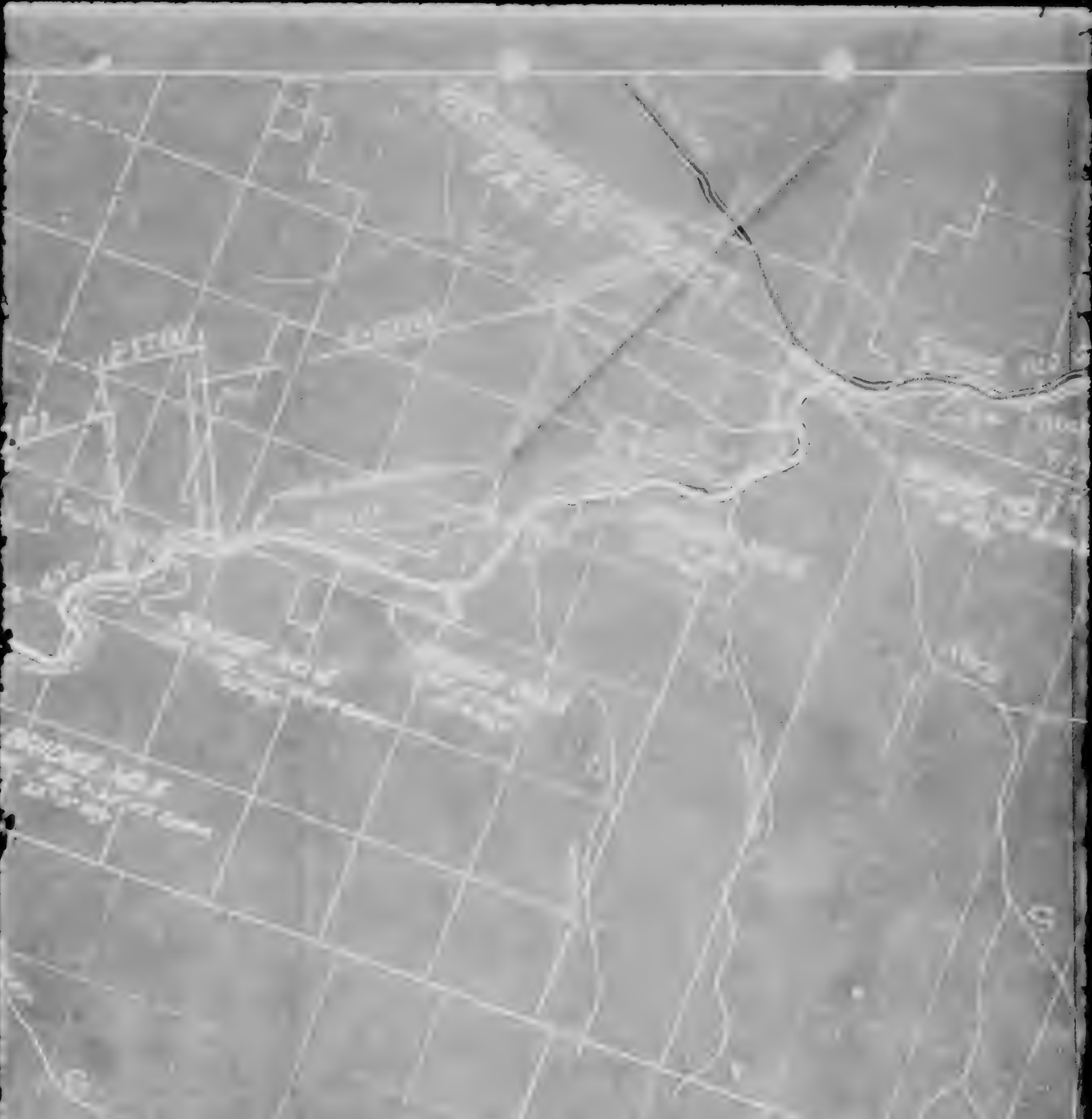

N
HIGHWAY
R.38E.
LA GRANDE

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SEP 29 1954
FOR FILING

[illegible]
[illegible]
[illegible]

[illegible]-57 (4)

September 27, 1954

Vernie Jarl
Box 507
Gresham, Oregon

Dear Sir:

The State Highway Commission on September 23, 1954 accepted your bid in the amount of $101,650.00 for grading and topping on the Forest Boundary-Meadow Brook Section of the Ukiah-Hilgard Highway about 1[illegible] miles southwesterly of Hilgard in Union County, which was the low bid received for that job.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

ehr

cc H. G. Smith
S. H. Probert
R. G. Savage, SIAC

RECEIVED
SEP 10 1954
FOR FILING

(FAS-5

September 9, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are sending under separate cover four blueprint copies of project statement map for the Ukiah-Hilgard Highway, Project No. FAS 57 (Revised).

Very truly yours,

R. H. Baldock
State Highway Engineer

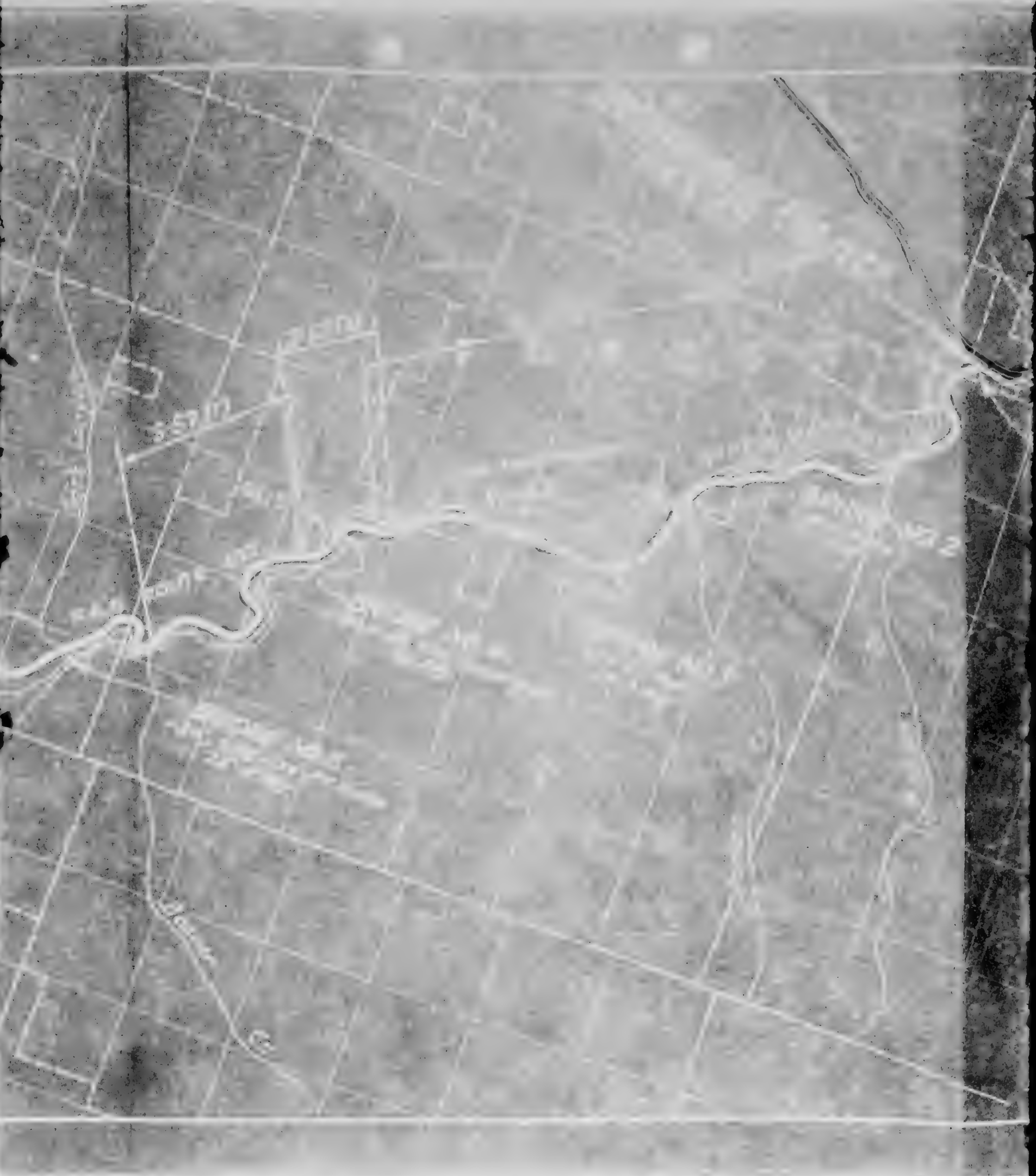
By

S. H. Probert
Office Engineer

JWM:gs

HIGHWAY

L
N A



File

RECEIVED
FOR FILING

OREGON DISTRICT Coast
Fed Aid
[illegible]
(S-57(4))

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

September 8, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project S-57(4), Forest Boundary-Meadow Brook Section of the Ukiah-Hilgard Highway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C. G. POLK
District Engineer

By
A. F. Bester
A. F. BESTER
Supv. Highway Design Engineer

RECEIVED
SEP 15 1954
OREGON
STATE HIGHWAY COMMISSION

File

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OCT 7 - 1954
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

Prog & Proj

September 8, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project FAS 57 (Revised)
Forest Boundary - Hilgard Section
Ukiah - Hilgard Highway.

Dear Sir:

The sketch map, subject project, dated September 1954, is approved today subject to the following conditions:

That the railroad grade crossings within the limits of the project shall be eliminated or adequately protected in accordance with General Administrative Memorandum No. 63.

That adequate signs and protective devices be installed warning of the narrow and/or otherwise substandard bridges on the route until such time as new bridges are constructed.

Very truly yours,

CG Polk
C. G. POLK
District Engineer

RECEIVED
OCT 6 1954
OREGON
STATE HIGHWAY COMMISSION

F-188(4) Bear Creek Sec., Siuslaw Hwy. 1954

#4301

B

RECEIVED
FEB 10 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
February 6, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4301	12-Final	Lebanon & Harrisburg Sand & Gravel Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
1588	R-142214	$ 4,120.32	2/6/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Oct. 15, 1955

Time Extensions: None

Completion Date: Oct. 14, 1955

Date Accepted: Dec. 19, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-9-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed:

Ruth Rawlings

RECEIVED
JAN 27 1956
FOR FILING

F-188 (1)
4301

January 24, 1956

CERTIFIED MAIL

American Surety Company of New York
David A. Lewis, Ass't. Manager
725 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4301 for work performed on the Bear Creek Section of the Siuslaw Highway in Lane County was completed by the contractor, Lebanon & Harrisburg Sand and Gravel Company, on October 14, 1955 and was formally accepted by the Highway Commission on December 19, 1955.

Final payment in the amount of $4,120.32 will be released to the contractor on or after February 3, 1956. The total contract amount is $138,513.80 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: American Surety Co. of New York
Vern Reeves, Agent
393 Main Street
Lebanon, Oregon

NOTED ON CARD

RECEIVED
NOV 10 1955
FOR FILING

November 10, 1955

American Surety Company of New York
David A. Lewis, Assistant Manager
725 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Lebanon & Harrisburg Sand & Gravel Co. a portion of the funds heretofore retained by the Commission on contract No. 4301, for grading and paving on the bear Creek Section of the Siuslaw Highway in Lane County.

This payment, in the amount of $7,451.20, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $4,156.50. The present payment will be released on or after November 21, 1955.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. Vern Reeves
393 Main St.
Lebanon, Oregon

NOTED ON CARD

F-1 . . (4)

15

Form E-1—1954

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 22, 1955

Section Bear Creek

Kind of work Grade and Pave

Highway Siuslaw

Section prefix 20-1001

Contractor Lebanon & Harrisburg Sand & Gravel Co.

Contract number 4301

Date of contract October 29, 1954

Date of completion October 15, 1955

Date work started October 5, 1954

Estimated date of completion , 19

Project authorization $ 157,540.50

Exclusive of Engineering $ 146,337.62

Per cent of time elapsed 99.7 %

Estimated cost of completed project, exclusive of engineering $ 140,441.56

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 11,202.38

Engineering cost to date $ 12,500.43, 111.6 %

Date project was completed 10 - 14, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Final Report:

The Semi-final Estimate was sent to Roseburg Friday this week.

Mr. Schwiesow, B.P.R. Engineer, was in the office Thursday this week.

The road approach on the left from Sta. 517 - 520 has settled since recent rains and caused cracks of 2" - 3" in vertical and horizontal displacement to appear in the road approach surface.

NOTED L. H. Young

	STATION	PLANS	FINAL
EXC.	506 - 563	61,132	66,830
EMB.	"	58,027	66,335

NOTED
W. T. WRIGHT

RECEIVED
OCT 24 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed J. F. Putnam by R.S.

Address 2191 E 15th St. Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.1	1.1		1.1	1.1
Miles partially completed					
Miles completed	1.1	1.1		1.1	1.1
Total estimated quantities	66,828.8 CY	16,340 CY		69.07 T	4,697.59 T
Estimated quantities moved or placed to date	66,828.8 CY	16,340 CY		69.07 T	4,697.59 T
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Cloudy		
Wednesday	Fair		
Thursday	"		
Friday	Cloudy		
Saturday			

RECEIVED
OCT 21 1955
FOR FILING

F-188(4)
4301

October 19, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 14, 1955 on Contract No. 4301, Bear Creek Section, in Lane County, in connection with Federal Aid Project No. F-188(4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc: John Cattrall

DBP:ch

RECEIVED
MAY 5 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 4th, 1955

SUBJECT:

To: Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

Dear Sir:

The subcontract between the Lebanon & Harrisburg Sand & Gravel Company and Snook Bros. Construction Company covering items 10 and 11 and all necessary excavation for the box culvert on the Bear Creek Contract No. 4301, Oregon F-188(4), is approved, and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:AR
Enc.

cc to: W. C. Williams
C. G. Polk - 2

Form PR 2 (Revised 1950)

1554-

State Oregon

Federal Aid Project No. F-188(4)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 14th day of February, 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 20th day of August, 1954, a program, which was approved on the 7th day of September, 1954, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were approved by the District Engineer of the Bureau of Public Roads on the 8th day of September, 1954; and

Whereas the District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of ninety-one thousand and 00/100 dollars ($91,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 505+00 in the SW 1/4, Section 19, T. 16 S., R. 5 W., W.M., and survey station 563+00 in the NE 1/4, Section 25, T. 16 S., R. 6 W., W.M., without exception, , length 1.098 miles, in Lane County, being Oregon Federal Aid project No. F-188(4), consisting of 1.098 miles of roadway and no bridges, [illegible]of more than 20 feet clear span, ~~of a mile in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of ninety-one thousand and 00/100 dollars ($91,000.00), which does not exceed the authorized Federal pro rata share of one hundred fifty-three thousand, three hundred seventy-nine and 60/100 dollars ($153,379.60), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing

Chapter 529, Laws 1939.

funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Attest A V Gleason
SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By
Division Engineer,
Bureau of Public Roads.

A4.62

U. S. GOVERNMENT PRINTING OFFICE 16—11379 5

OR FEB 15

Oregon State Highway Department

Federal Aid Project
No. F-188 (4)

BEAR CREEK SECTION
OF THE SIUSLAW HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 31, 1954

Type Code 6202
Roadway (Sta. 505+00 to Sta. L-563+00=C-564+43.8)

All Required	Clearing and Grubbing	$	$ 5,000.00
70 cu.y.	Drainage Excavation, Unclassified	2.50	175.00
68,000 cu.y.	General Excavation, Unclassified	0.38	25,840.00
226,000 yd.sta.	Short Overhaul	0.015	3,390.00
6,500 C-yd.sta.	Long Overhaul	0.45	2,925.00
1.10 miles	Finishing Roadbed and Slopes	700.00	770.00
5,000 lin.ft.	Rounding Cutbanks	0.15	750.00
120 lin.ft.	12-inch Concrete Pipe	2.00	240.00
160 lin.ft.	18-inch Concrete Pipe	3.50	560.00
280 cu.y.	Class "A" Concrete	50.00	14,000.00
54,500 lbs.	Metal Reinforcement	0.12	6,540.00
14,000 cu.y.	3" - 0 Material in Base	2.10	29,400.00
2,300 cu.y.	3/4" - 0 Material in Base	2.25	5,175.00
340 M-gal.	Sprinkling	2.50	850.00
15,500 gal.	SS-1 Asphalt in Sprinkling	0.25	3,875.00
4,800 tons	Class "B" Asphaltic Concrete	7.00	33,600.00
14 tons	RS-1 Asphalt in Tack and Seal Coats	50.00	700.00
30 cu.y.	Aggregate in Pavement Seal	4.00	120.00
	Subtotal		$133,910.00
	10% Engr. & Cont.		13,391.00
	Total		$147,301.00

Length of Roadway 1.098 miles
Cost of Roadway per mile $134,153.91

Federal Funds	$ 91,000.00
State Funds	56,301.00
	$147,301.00

files

RECEIVED
DEC 3 - 1954
FOR FILING

(4)

December 3, 1954

Lebanon & Harrisburg Sand & Gravel Co.
Second Street
Harrisburg, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4301, which was awarded to you on October 29, 1954 by the State Highway Commission, for grading and paving on the Bear Creek Section of the Siuslaw Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED

FOR FILING

F 188 - (4)

4301

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 15, 1954

SUBJECT:

To: Mr. Tom Edwards
Division Engineer
State Highway Department
Roseburg, Oregon

W. C. WILLIAMS

Dear Sir:

The subcontract between the Lebanon and Harrisburg Sand and Gravel Company and Durbin Brothers covering Items 1 to 9, inclusive, on the Bear Creek Contract No. 4301, Oregon F-188 (4) is approved, and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

Encls.

cc to: W. C. Williams
C. G. Polk (2)

RECEIVED
NOV 16 1954
FOR FILING

F-188 (4)

November 12, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 5, 1954, on Contract No. 4301, Bear Creek Section, in Lane County, in connection with Federal Aid Project No. F-188 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:ia

RECEIVED
DEC 14 1954
FOR FILING

F-W/ 14

NOA
1/29/54

October 29, 1954

Lebanon and Harrisburg Sand & Gravel Co.
56 E. Sherman
Lebanon, Oregon

Gentlemen:

The State Highway Commission on September 23, 1954 accepted your proposal for grading and paving the Bear Creek Section on the Siuslaw Highway in Lane County for the sum of $159,436 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions have been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4301.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm
Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

Attention: Dorothy McCormack

cc: R. G. Savage (SIAC)
H. G. Smith
S. H. Probert

RECEIVED
NOV 1 1954
FOR FILING

October 29, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the Bear Creek Section of the Siuslaw Highway in Lane County, Project F-188 (4), to the Lebanon and Harrisburg Sand & Gravel Co. of Harrisburg, Oregon, on the basis of the bid of $139,436 submitted on September 23, 1954.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ia

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT
RECEIVED
FOR FILING

F 188(4)

4 [illegible]

October 29, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that rights of entry have been acquired for Oregon Project F-188(4), Bear Creek Section of the Siuslaw Highway, we hereby concur, as of this date, in award of contract to Lebanon & Harrisburg Sand and Gravel Company of Harrisburg, Oregon, low bidder in the amount of $139,436.00 at the September 23, 1954 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
SEP 29 1954
FOR FILING

Const.
Fed. Aid
(Prog. Hiway)

f-188 (4)

September 27, 1954

Lebanon-Harrisburg Sand & Gravel Co.
66 E. Sherman
Lebanon, Oregon

Gentlemen:

The State Highway Commission on September 23, 1954 accepted your bid in the amount of $139,436 for grading and paving on the Bear Creek Section of the Siuslaw Highway in Lane County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm
cc: H. G. Smith
S. H. Probert
R. G. Savage (SIAC)

RECEIVED
SEP 20 1954
FOR FILING

OREGON DISTRICT [illegible]
Fed. Aid
Prog. Corr.
(F 188)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

September 8, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project F-188(4), Bear Creek Section of the Siuslaw Highway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C. G. POLK
District Engineer

By A. F. Bester
A. F. BESTER
Supv. Highway Design Engineer

RECEIVED
SEP 17 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FORM 5-50 25M 5-51
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 6, 1954

SUBJECT: Files 22273 - Gisbourne
22283 - Dandy
Bear Creek Section
Siuslaw Highway
Lane County

To: Mr. Don Norlin
Right of Way Supervisor
State Highway Department
Roseburg, Oregon

At the request of Mr. Cooper, will you please rush negotiations on the above files in particular in the acquisition on the Bear Creek Section of the Siuslaw Highway.

E. F. CHIDSEY
Ass't. Right of Way Engineer

EFC/fn

cc: W. W. Stiffler

NOTED
W. W. STIFFLER

RECEIVED
JUL 26 1954
FOR FILING

July 22, 1954

Oregon State Highway Commission

Gentlemen:

In the new federal-aid program being presented to you for consideration at the forthcoming meeting, there is a proposed allocation of $180,000 for the Bear Creek Section of the Siuslaw Highway in Lane County. The present bridge crossing Bear Creek, which is an untreated timber structure 150 feet in length constructed in 192[illegible], is in immediate need of replacement.

The alignment for an approximate 0.6-mile section is very inferior and should be replaced. Recognizing the necessity of early replacement of the bridge, we have made a location survey, and I attach hereto a sketch indicating the new location.

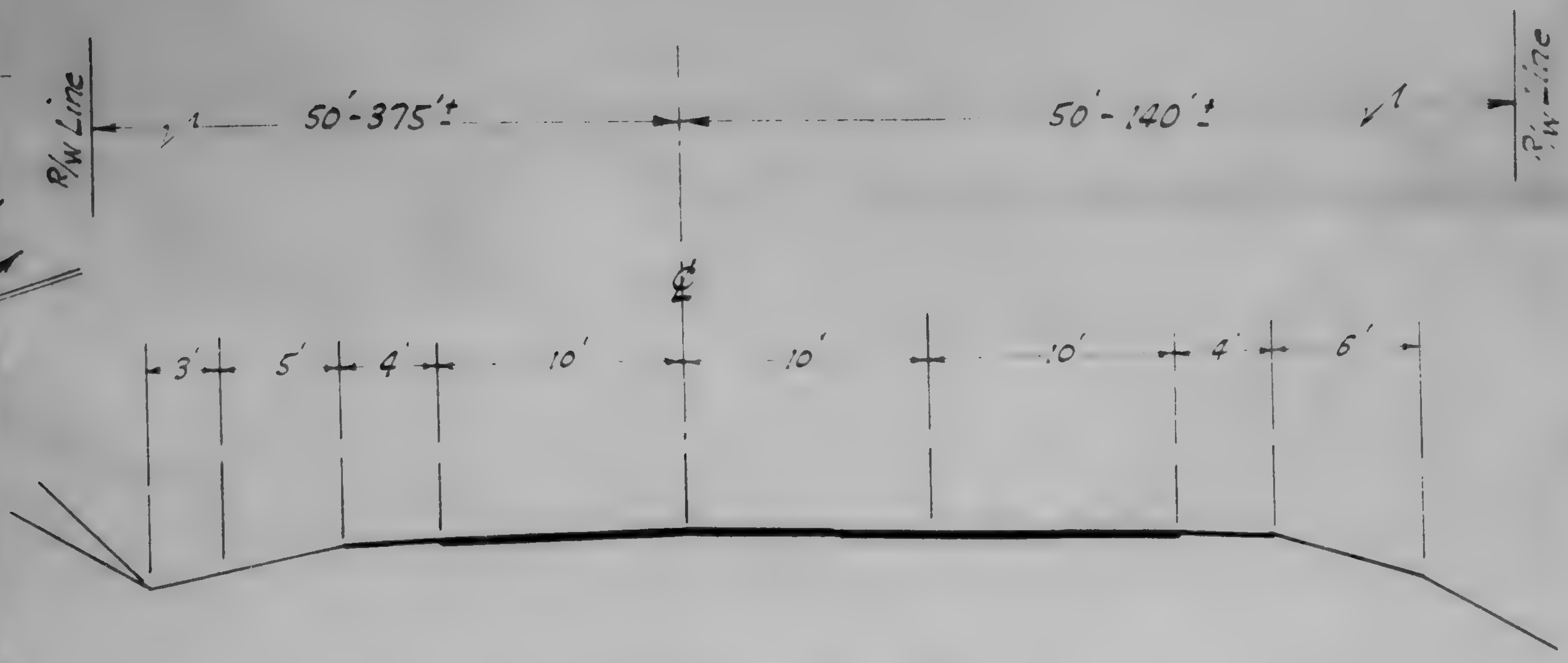
This matter will be on the next agenda, and I recommend your approval of the survey, and likewise upon your approval of the allocation. As the survey is complete, we can let a contract for the project just as soon as the right of way can be acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. G. S. Paxson
Mr. H. G. Smith
WCW:me lg

1R-5-577



TYPICAL SECTION

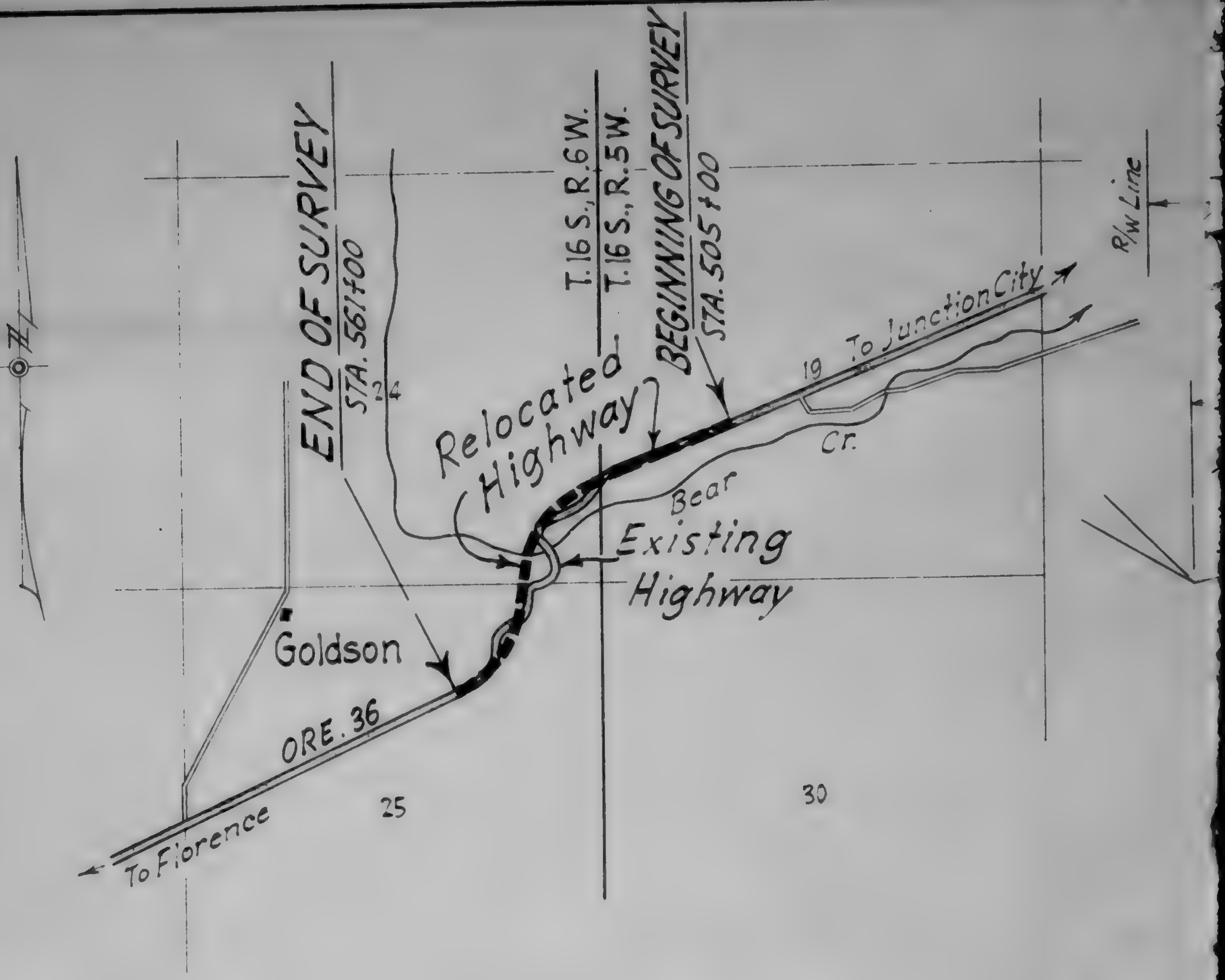
OREGON STATE HIGHWAY DEPARTMENT
Survey Approval Map

BEAR CREEK SECTION

SIUSLAW HIGHWAY

LANE COUNTY

Scale: 1" = 2000'   July, 1954



APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date 7.21.54

106-1958 Tarh 1 Cross Section of the 1954
Cape Arago Highway.
4702

RECEIVED
JAN 12 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)
January 10, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4302	7-Final	Coos Bay Dredging Co., Inc.	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
27219	R-140282	$ 1,714.75	1/10/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1955

Time Extensions: None

Completion Date: Sept. 29, 1955

Date Accepted: Nov. 3, 1955

Penalties: None of record

Claims: Yes

Remarks:

2 freight bills are on record filed by Arrow Transportation Co. in the amounts of $175.20 and $170.87.

Date: 1-11-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

Ruth Rawlings

NOTED ON CARD

RECEIVED
DEC 30 1955
FOR FILING

December 30, 1955

CERTIFIED MAIL

Seaboard Surety Co.
Hansen & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Washington

Gentlemen:

State Highway Contract No. 4302 for work performed on the Tarheel Creek Section of the Cape Arago Highway in Coos County was completed by the contractor, Coos Bay Dredging Co., Inc., on September 29 and was formally accepted by the Highway Commission on November 3, 1955.

Final payment in the amount of $1,714.75 will be released to the contractor on or after January 9, 1956. The total contract amount is $44,224.92 and no force account work was performed on the project.

There is a claim filed against this contract by the Arrow Transportation Company for two freight bills aggregating $346.07, of which you have been previously notified.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Seaboard Surety Co.
75 Maiden Lane
New York 38, N. Y.

NOTED ON CARD
gl

Lewis

RECEIVED
DEC 28 1955
FOR FILING

106 - 1955
4

December 22, 1955

Arrow Transportation Company
1102 Equitable Building
Portland 4, Oregon

Attention: Mr. William P. Ellis
Attorney

Gentlemen:

This is to acknowledge your letter of December 16 to which was attached copies of two freight bills in the amounts of $175.20 and $170.87 for hauling asphalt to the Baker Paving Co. from Willbridge to Coos Bay for use on Contract No. 4302. This contract was awarded to Coos Bay Dredging Company, Inc., Box 217, Coos Bay, for grading and paving the Tarheel Creek Section of the Cape Arago Secondary Highway in Coos County. The contract was completed September 29 and accepted by the Highway Commission November 3, 1955.

The Seaboard Surety Company, through Hansen & Rowland, Inc., 611 Henry Building, Portland, furnished the Performance Bond for this contract. The bond is provided to assure satisfactory completion of the contract and payment of all bills incurred in it. The State does not recognize subcontractors in our contracts but looks to the principal contractor for satisfactory completion of the project and the payment of all bills incurred in the contract. It may be that Baker Paving Company operated as a subcontractor under Coos Bay Dredging Company.

Should you wish to protect your client's claim for a period longer than six months following completion of the contract and acceptance by the Commission, the claim should be filed with the Secretary of State. Although you are familiar, no doubt, with the law in this matter, we have attached, for your convenience, excerpts from the Oregon Statutes outlining the required procedure for such filing. In the meantime, the claim will be entered in our records and we will advise the contractor and the surety that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

NOTED ON CARD
gl

ELLIS & ELLIS
ATTORNEYS AT LAW
1102 EQUITABLE BUILDING
PORTLAND 4, OREGON
CAPITOL 2-3773

WM. P. ELLIS
DEAN ELLIS

December 16, 1955

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention - Mr. H. B. Glaisyer

On behalf of Arrow Transportation Co. claim is hereby made against the bond in Job No. 4302 for services rendered in the transportation of asphalt to consignee Baker Paving Co., P.O.Box 45, Coos Bay, Oregon, covering 2 shipments from American B & A Co., at Willbridge, Oregon, to Coos Bay, as follows:

Shipment on Arrow bill-of-lading No. 57694
on August 29, 1955---------------$170.87

Shipment on Arrow bill-of-lading No.02771
on September 26, 1955 -----------$175.20

Copies of freight bills covering these shipments are attached hereto.

In the event your procedure requires presentation of claims in a different form we will appreciate your advice thereon.

Very truly yours,

ARROW TRANSPORTATION CO.

WPE-s

By- W. P. Ellis
Attorney and Assistant Secretary

Enc.

REFERRED TO
BY SECRETARY

NOTED ON CARD
gl

RECEIVED
DEC 19 1955
OREGON
STATE HIGHWAY COMMISSION

FREIGHT BILL

[illegible]SPORT[illegible]ION CO.

PORTLAND 10, OREGON

No. B 93729

SHIPPER'S N[illegible]10 Our B/L No. 02771 DATE 9-26-55

FROM CONSIGNOR-SHIPPER ADDRESS: AMERICAN B & A CO.

TO CONSIGNEE ADDRESS:
BAKER PAVING CO.
PO BOX 45
COOS BAY, ORE.

POINT OF ORIGIN: WILLBRIDGE, ORE.

DESTINATION: COOS BAY, ORE.

DESCRIPTION	GALLONS	WEIGHT	RATE	FREIGHT CHARGES	TAX	TOTAL CHARGES
85-100 ASPHALT	5003	45,080 XXXXX MIN LD.	.37	166.80		
SPECIAL SERVICES OR ADDITIONAL CHARGES						
1 HR EXCESS UNLDG				3.30		
				170.10	5.10	175.20

RS-10773

Trl. No. 284-515A

AMOUNT DUE

In accordance with I.C.C. regulations freight charges for transporting property by motor vehicle must be paid within 7 days, excluding Sundays and Holidays, following date freight bill is presented, otherwise both consignee and trucking company are subject to prosecution.

FORM NO. 88.1

FREIGHT BILL

ARROW TRANSPORTATION CO.

3125 N. W. 35th AVENUE — PORTLAND 10, OREGON

No. B 91826

SHIPPER'S No. 94693 Our B/L No. 57694 DATE 8-29-55

FROM CONSIGNOR-SHIPPER ADDRESS: AMERICAN B & A CO.

TO CONSIGNEE ADDRESS:
OSHC
% BAKER PAVING CO.
PO BOX 45
COOS BAY, ORE.

POINT OF ORIGIN: WILLBRIDGE, ORE.

DESTINATION: COOS BAY, ORE.

DESCRIPTION	GALLONS	WEIGHT	RATE	FREIGHT CHARGES	TAX	TOTAL CHARGES
85-100 ASPHALT	5016	45,290 XXXXX MIN LD.	.37	167.57		
SPECIAL SERVICES OR ADDITIONAL CHARGES						
BONDED JOB 4302 1 HR EXCESS UNLDG				3.30		
				170.87		170.87

RS-10773

Trl. No. 284-515[illegible]

AMOUNT DUE

In accordance with I.C.C. regulations freight charges for transporting property by motor vehicle must be paid within 7 days, excluding Sundays and Holidays, following date freight bill is presented, otherwise both consignee and trucking company are subject to prosecution.

FORM NO. 88.1

RECEIVED
DEC 28 1955
FOR FILING

106-1055
4

Forrest

December 22, 1955

Hansen & Rowland, Inc.
1300 Puget Sound Bank Building
Tacoma, Washington

Gentlemen:

A letter has been received from Ellis & Ellis, Attorneys at Law, 1102 Equitable Building, Portland 4, advising that Baker Paving Company owes Arrow Transportation Company $170.87 and $175.20 for the cost of transporting asphalt from Willbridge to Coos Bay. The asphalt, they state, was consigned to the Baker Paving Co. It was delivered on August 29 and September 26, 1955. They also state that the asphalt was furnished on our Contract No. 4302 which was awarded to Coos Bay Dredging Company, Inc., for grading and paving the Tarheel Creek Section of the Cape Arago Secondary Highway in Coos County. The Baker Paving Company may have been acting as subcontractors on this project.

We provide this information as your Company appears as Surety on the Performance Bond furnished with the contract mentioned.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Seaboard Surety Company
75 Maiden Lane
New York 7, New York

Hansen & Rowland, Inc.
611 Henry Building
Portland, Oregon

Coos Bay Dredging Co., Inc.
Box 217
Coos Bay, Oregon

NOTED ON CARD

RECEIVED
OCT 27 1955
FOR FILING

[illegible]
4302

October 26, 1955

CERTIFIED MAIL

Hansen & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Coos Bay Dredging Co., Inc. in connection with contract No. 4302, covering the Tarheel Creek Section of the Cape Arago Highway in Coos County. This payment, in the amount of $2,518.30, will be released to the contractor on or after November 5, 1955. The retained percentage is $1,314.75.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Seaboard Surety Co.
75 Maiden Lane
New York 38, N. Y.

NOTED ON CARD

State Pri

106-1055

Form E-1—1084

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 8, 1955

Section Tarheel Creek

Highway Cape Arago

Contractor Coos Bay Dredging Co.

Date of contract Oct. 29, 1954

Date work started OCT. 11, 1954

Project authorization $ 50,154.08

Exclusive of Engineering $ 46,587.57

Kind of work Grade and pave

Section prefix 106-1055

Contract number 4302

Date of completion Sept. 29, 1955

Estimated date of completion Sept. 29, 1955

Per cent of time elapsed Job completed %

Estimated cost of completed project, exclusive of engineering $ 45,308.90

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 3566.51

Engineering cost to date $ 3841.42, 107 %

Date project was completed Sept. 29, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Job completed. Office crew working on the semi final which will be submitted early next week.

NOTED

NOTED
L. H. Young

NOTED
FORREST COOPER

RECEIVED
OCT 1 1955
OFFICE OF
CONS

Signed

Address North Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77099

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.45	0/45			0.45
Miles partially completed	0.45	0.45			0.45
Miles completed	0.45	0.45			0.45
Total estimated quantities	13,165.4	3795.5			1201.77
Estimated quantities moved or placed to date	"	"			"
Average daily quantities	0	0			0
Average daily quantities necessary to complete project on time	Job completed on time				
Number shifts per day	0				
Hours per shift	0				
Average force on project for week	0				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Rain		
Tuesday	Rain		
Wednesday	Rain		
Thursday	Cloudy		
Friday	Rain		
Saturday			

RECEIVED
DEC 3 - 1954
FOR FILING

Files

December 3, 1954

Coos Bay Dredging Company, Inc.
Box 217
Coos Bay, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4302, which was awarded to you on October 29, 1954 by the State Highway Commission, for grading and paving on the Tarheel Creek Section of the Cape Arago Highway in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
DEC 14 1954
FOR FILING

186-

NOA
10/29/54

October 29, 1954

Coos Bay Dredging Company, Inc.
Box 217
Coos Bay, Oregon

Gentlemen:

The State Highway Commission on September 24, 1954 accepted your proposal for grading and paving the Tarheel Creek Section on the Cape Arago Highway about two miles south of Empire in Coos County for the sum of $44,531.40 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4502.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

Attention: Dorothy McCormack

R. G. Savage (SIAC)
H. G. Smith
S. H. Probert

RECEIVED
SEP 29 1954
FOR FILING

Const
R/W
Cape Arago Etc.

September 27, 1954

Coos Bay Dredging Company
Box [illegible]
Coos Bay, Oregon

Gentlemen:

The State Highway Commission on September 24, 1954 received your bid in the amount of $[illegible] for grading and paving on the Tarheel Creek section of the Cape Arago Highway in Coos County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

RECEIVED
FOR FILING

106-1155

4362

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 29, 1954

SUBJECT:

NOTED
W. C. WILLIAMS

To:

Mr. W. C. Williams
Deputy State Highway Engineer
OFFICE

The Highway Commission, at its meeting May 26, 1952, considered a request from the Empire-Charleston Chamber of Commerce for improvement of a reverse curve about a mile south of Empire on the Cape Arago Secondary. The Commission approved the recommendation and instructed the Engineer to include this project in the next construction program. (See Item 42, May 26, 1952 Minutes, Agenda Item 4-F). The matter was apparently overlooked.

In this connection, I hand to you a map that shows the section in question and is from Station 140 to 160 on our new survey from Empire to Charleston.

The project at the time of the original presentation to the Highway Commission was estimated to cost $30,000. I have had the project reviewed and believe that the cost based on our present prices should be ~~$[illegible],000~~. 35,000

I call the matter to your attention and request instructions.

Forrest Cooper
Ass't. Construction Engineer

FC:js

Encl.

RECEIVED
1954

RECEIVED
APR 21 1954
FOR FILING

106-1655

4362

April 20, 1954

Oregon State Highway Commission

Gentlemen:

Reference is made to Item 2 on the List of Unfinished Business dated April 2, 1954, concerning a request of a Coos County delegation for the elimination or improvement of a curve at Rocky Point on the Cape Arago Secondary Highway.

Page 42 of the minutes of the Commission meeting held May 26-27, 1952 shows that the request had been investigated and a report rendered to the Commission showing that the proposed improvement has considerable merit, estimated to cost $30,000. The Commission approved my recommendation that the project be given consideration in the programming of future allotments of secondary highway funds to Coos County.

I suggest this project be kept in mind for inclusion in the next secondary highway program, which will be considered this fall.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. W. Stiffler

WWS:er fp

RECEIVED
JUL 9 1952
FOR FILING

106-1055

4302

AGENDA ITEM 4-f
May 26, 1952

June 9, 1952

memo: to file in 52 file

Mr. Herbert F. Young, Sec-Treas.
Empire-Charleston Chamber of Commerce
Empire, Oregon

Dear Mr. Young:

The Highway Commission at its meeting May 26 and 27 considered the petition submitted by yourself requesting that action be taken to alleviate a dangerous highway condition at the curve where the Cape Arago Secondary Highway passes through Pigeon Point and Southport Tracts.

Following receipt of your petition an investigation was made by the Highway Engineer and the Commission had the benefit of his report at the May meeting. The Commission approved placing of two "Slow" signs on either side of the curve and an addition reverse curve symbol sign as added means for the protection of traffic. No major improvement could be made at this time due to the lack of funds but consideration is to be given to programming of construction on a part of this highway when additional secondary funds are available for Coos County.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:md

RECEIVED
MAY [illegible] 1952
FOR FILING

106-1155

May 9, 1952

Oregon State Highway Commission

Gentlemen:

The Secretary advised you on March 30, through copy of a letter to Herbert F. Young, Secretary-Treasurer of the Empire-Charleston Chamber of Commerce, Empire, of receipt of a petition from 101 persons in the area expressing their desire to eliminate or improve conditions on a reverse curve on the Cape Arago Highway between Empire and Charleston. The situation has been reviewed by the Traffic Engineer.

The section of the Cape Arago Highway investigated consists of a reverse curve comprised of two horizontal curves with a radii of approximately 250 feet. The roadway surface in this section is of bituminous macadam, 19 feet in width, with dirt shoulders varying from one to nine feet in width. Super elevation on the curves is such that they can be negotiated safely at 30 miles per hour; however, sight distance reduces to approximately 100 feet in the most westerly of the curves. There is a total of nine residences fronting on the existing highway and five driveways entering in the immediate vicinity of the curves.

During the period from January 1, 1947 to December 31, 1951, there was a total of 18 accidents in the section. Six persons were injured, none fatally. Of the total reported accidents, seven were sideswipe collisions; four resulted from turning movements; and three were rear-end collisions. In the year 1951, there were seven accidents reported, representing a sharp increase in accident frequency. Eighty per cent of the vehicles travel at or below 31 miles per hour.

At the present time there is but one sign warning motorists of the presence of the reverse curve. We will arrange to place two "Slow" signs on either side of the curve and an additional reverse curve symbol sign. Inasmuch as right-of-way for a new alignment, which would considerably reduce the curvature in this section, has been obtained, it is recommended that consideration be given to programming of construction on that section of the Cape Arago Highway between Engineer's Station 135+65 and Engineer's Station 164+65 when additional secondary funds are available for Coos County. The estimated cost for this section is $30,000.

This matter will be on the agenda for your consideration.

Very truly yours,

R. H. Baldock
State Highway Engineer

JAH:bv lg
cc Mr. F. B. Crandall

FORM E-30 2SM 1-52 55419

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 6, 1952

SUBJECT:

To: Mr. W. C. Williams
Ass't. State Highway Engineer
OFFICE

$30,000 - 3½ a.c. Pavement

Dear Sir:

Please be advised that the estimate of cost for building the Pigeon Point Section of the Cape Arago Highway between Stations 135+65 and 164+65, is $20,750.00, including engineering and contingencies. This estimate is based on a 24' roadbed with an 0-11 oil mat which is identical to the section between Empire and Pigeon Point, built in 1935.

While your record of assignment called for project to end at Station 160+00, it was not practical to secure a connection short of Station 164+65.

Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A. Pease

Edwin A. Pease
Construction Office Engineer

EAP:sh

Encl.

RECEIVED
MAY 7 1952
OFFICE OF
STATE HIGHWAY ENGINEER

March 30, 1952

Mr. Herbert F. Young
Secretary-Treasurer
Empire-Charleston Chamber of
Commerce
Empire, Oregon

Dear Mr. Young:

This is to acknowledge receipt of the petition transmitted with your letter of March [illegible], 1952, in which petition the State Highway Commission is requested to take immediate action as may be necessary to alleviate what is termed an extremely dangerous and hazardous condition that exists at the curve where the Cape Arago Secondary Highway passes through Pigeon Point Tracts and Southport Tracts.

I am referring the petition to the State Highway Engineer, Mr. R. H. Baldock, for investigation and report to the State Highway Commission, and will let you know when the Commission takes action in the matter.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HTG:ls
cc: Commissioners
R. H. Baldock

EMPIRE-CHARLESTON CHAMBER OF COMMERCE
WESTERN OREGON'S FISHERMAN'S-PARADISE OVERLOOKING THE BEAUTIFUL PACIFIC OCEAN

EMPIRE-CHARLESTON CHAMBER OF COMMERCE
EMPIRE, COOS COUNTY, OREGON

March 29th. 1952

State Highway Department
State of Oregon
Capitol Building
Salem   Oregon

Gentlemen:-

Enclosed you will find a petition which has been circulated and signed by approximately 100 citizens who live in or around the vicinity of the extremely hazardous curve running through the Pigeon Point Tracts.

The Empire-Charleston Chamber of Commerce at a recent meeting instructed me to send this petition to your Department of the State Government strongly endorsing it and respectfully suggesting that steps should be taken to straighten this difficult piece of the Cape Arago Highway out.

Please favour us with an answer.

Yours very truly

H. F. Young

Herbert F. Young
Sec-Treas.

ACKNOWLEDGED
H. B. GLAISYER

To the Oregon State Highway Department
Oregon State
Salem, Oregon

We, the undersigned citizen's and users of the Cape Arago State Highway who reside in the vicinity of that portion of the Highway in or near Pigeon Point Tracts, Southport Tracts (the latter being additions to Barview and Barview Acre Tracts) wish to bring to your attention the extremely dangerous and hazardous state of affairs that exist on the curve which runs through the aforementioned tracts; hardly a twenty four hour period goes by without an accident of some sort taking place. (One needs only to read the local newspaper and see the pictures therein depicted). It is understood by the signers that a re-location of the highway has been allowed for as the present maps of the area show an 80' right of way set aside for this purpose. (See map of Pigeon Point Tracts & Southport Addition in Sec. 36, Township 25S, Range 14 W WM.)

It is respectfully requested therefore that the Oregon State Highway Department take immediate action in this most important matter as the present state of affairs make life almost unbearable for the individuals who live in or near this vicinity especially during the week end periods. Parents are terrified and will not allow their children to play in their front yards. It is also drawn to your attention that at the present time no sign is displayed as to the extremely hazardous nature of this curve.

(101 signatures)

COPY

TO THE OREGON STATE HIGHWAY DEPARTMENT
OREGON STATE
SALEM, OREGON

WE, THE UNDERSIGNED CITIZEN'S AND USERS OF THE CAPE ARAGO STATE HIGHWAY WHO RESIDE IN THE VICINITY OF THAT PORTION OF THE HIGHWAY IN OR NEAR PIGEON POINT TRACTS, SOUTHPORT TRACTS (THE LATTER BEING ADDITIONS TO BARVIEW AND BARVIEW ACRE TRACTS) WISH TO BRING TO YOUR ATTENTION THE EXTREMELY DANGEROUS AND HAZARDOUS SATE OF AFFAIRS THAT EXIST ON THE CURVE WHICH RUNS THROUGH THE AFOREMENTIONED TRACTS; HARDLY A TWENTY FOUR HOUR PERIOD GOES BY WITHOUT AN ACCIDENT OF SOME SORT TAKING PLACE. (ONE NEEDS ONLY TO READ THE LOCAL NEWS PAPER AND SEE THE PICTURES THEREIN DEPICTED).IT IS UNDERSTOOD BY THE SIGNERS THAT A RE-LOCATION OF THE HIGHWAY HAS BEEN ALLOWED FOR AS THE PRESENT MAPS OF THE AREA SHOW AN 80' RIGHT OF WAY SET ASIDE FOR THIS PURPOSE. (SEE MAP OF PIGEON POINT TRACTS & SOUTHPORT ADDITION IN SEC.36, TOWNSHIP 25S, RANGE 14 WWM.)

IT IS RESPECTFULLY REQUESTED THERFORE THAT THE OREGON STATE HIGHWAY DEPARTMENT TAKE IMMEDIATE ACTION IN THIS MOST IMPORTANT MATTER AS THE PRESENT STATE OF AFFAIRS MAKE LIFE ALMOST UNBEARABLE FOR THE INDIVIDUALS WHO LIVE IN OR NEAR THIS VICINITY ESPECIALLY DURING THE WEEK END PERIODS. PARENTS ARE TERRIFIED AND WILL NOT ALLOW THEIR CHILDREN TO PLAY IN THEIR FRONT YARDS. IT IS ALSO DRAWN TO YOUR ATTENTION THAT AT THE PRESENT TIME NO SIGN IS DISPLAYED AS TO THE EXTREMELY HAZARDOUS NATURE OF THIS CURVE.

Mr. and Mrs. G. W. Stumpf Rte. 2 Box 535 B Coos Bay
A. J. Matte.
L. G. Cossette
Clarice Cossette
Leo J. Howley, Box 686 North Bend, Ore.
R. E. Bolen - Charleston Ore.
M D Brown Charleston Oregon
G E Pickett } Rt. 2 Box 538C Coos Bay
May C. Pickett }
Doris Jean Brown Rt 2 Box 538C Coos Bay
Emma V. Nicholas RR 2 Box 538-D Coos Bay
M J Cossette ~~Bx 252~~ PO 252 Coos Bay
Paul S. Frontnet } Gen. Del. Charleston, Oregon
Myra Frontnet } " " " "

OREGON STATE HIGHWAY DEPARTMENT PETITION FOR RELOCATION

NAME	ADDRESS
6	
1. Mrs. E. L. Lovejoy	Rt#2 Box 535A Coos Bay, Ore
~~Jackson~~	Rt-2-Box 3c Coos Bay
Mrs. A E Smith	
Mrs. Irene Jackson	
Mrs. F. C. Walter	Rt 2 Box 538 Coos Bay.
Lee Staley	
Evelyn Staley	
Kate Snoddy	
Roy L Snoddy	
Mrs. Vernon Stanfield,	Rte. 2 Bx. 539B Coos Bay Ore.
Frank McHall,	Empire Genl Del.
Mrs. C. C. McKim	Rt 2, Box 544 Coos Bay
C. E. McKim	Rt 2 Box 544 Coos Bay -
Floyd Faulkner	Rt 2 Box 545 A Coos Bay.
Mr. W S. Kilby	Rt 2 Box 545D - Coos Bay.
Mrs. ~~Joan~~ A. Kilby	Rt. 2 Box 545D - Coos Bay.
Mrs. Margot E. Steele	Rt. 2, Box 538-A, Coos-Bay, Ore.
Mrs. Gertrud L. Rode	

OREGON STATE HIGHWAY DEPARTMENT PETITION FOR RELOCATION

NAME	ADDRESS
Ben F Benton	Bar View-
Mrs. Hazel M. Benton.	
Mrs. George A. McDonald Jr	Bar View
Clifford Waggle	Rt. 2 Box 547-E Coos Bay
Lena E. Waggle	Rt. 2 Box 547E Coos Bay.
Ed Sjogren	RT 2 Box 549 Coos Bay
Myrtle V. Mitchell	Rt. 2. Box 550 - Coos Bay
Ira H Mitchell	Rt 2 Box 550 Coos Bay
Carl C Adkirk	R.T. 2 Box 555 Coos Bay-
Merna H Adkirk	Rt 2 Box 555 Coos Bay.
Patricia Fowler	Rte 2 - Box 546 Coos Bay
Patrick R. Blondell	Rt. 2 Box 561A Coos Bay, Oregon
Mabel Butler	Rt 2 Box 561 A Coos Bay. Oregon
Ellen Harper.	Rt 2. Box 569 D Coos Bay Oregon
Clyde Kuhn	Box 374 Empire Oreg.
Harold Fowler	Rt 2 Box 546 Coos Bay
Harriett Barnes	Rt 2 470-A Coos Bay Oreg
Warren Barnes	" " " " " "

OREGON STATE HIGHWAY DEPARTMENT   PETITION FOR RELOCATION

NAME Ray Hamilton	ADDRESS R.2 Box 545H Coos Bay Or
Lesta E. Johns	R 2 Box 547H Coos Bay, Ore.
Bessie Gavick	Rt. 2 Box 547 Coos Bay Ore.
W G Anderson	R2 Box 547 D Coos Bay
Francis Brown	Charleston Box 483
W B Spurgeon	RT2 Box 547-B Coos Bay
Julia Spurgeon	Rt 2 box 547B, Coos Bay
Julius M. Clark	
Louise Clark	Rte. 2 Box 547 A. Coos Bay
Alice Wright	Box 546 Empire
Edwin Wright	Empire
Mrs W.A. DeWeese	Rt2 Box 545 J Coos Bay.
W A. DeWeese	Rt2 Box 545 J " "
H.E. Dawson	RT2 Bx 541 F Coos Bay
C W Smith	Empire Ore. Gen Del.
L.W. Smith	Empire Ore. Gen. Del.
Grace - Chas Blaylock	Coos Bay. R 2.
Mrs Leo Howley	Box 686 - North Bend Ore
John L Heikkila	Bx 512 Coos Bay. Ore.
Albert E. Smith	Box 539 Rt 2 C.B.

OREGON STATE HIGHWAY DEPARTMENT PETITION FOR RELOCATION

NAME	ADDRESS
JW Teague	Empire & Charleston
Floyd Brown	Empire & Charleston
Clara Brown	Empire & [illegible]
Alfred John Caldera,	Empire
Elsie Caldera	Empire, oreg.
[illegible]	[illegible]
[illegible]	[illegible]
Junior [illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
Homer Dieck	Rt 2 [illegible]
Harry M. Flather	Empire Ore
H J [illegible]	[illegible]
Elbert Thomas	Barview, Ore.
Diane Thomas	Barview
William Tavenner	

OREGON STATE HIGHWAY DEPARTMENT   PETITION FOR RELOCATION

NAME	ADDRESS
A. E. [illegible]	Barview
[illegible]	[illegible]
[illegible]	Empire Ore.
[illegible]	Empire Ore. 1254 Mich.
Louis O. Tetrault	Charleston Ore.
Ivo M. Robertson	Rt #2 Coos Bay Oregon
Roy J. [illegible]	Charleston
L. R. Killian	303 So Broadway Empire Ore
James R [illegible]	Box 42 Empire Ore
John H Kelley	Box 54 Empire Ore
H F Young	Barview Box 571
Thos R Cullen	Barview Box 276 N.B.P.O

[illegible] Creek- Oldenburg [illegible]
[illegible] Cre. [illegible]
[illegible]

RECEIVED
JUN 19 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)
June 12, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4303	7-Final	Wold Brothers, Assign: General Casualty Co. of America	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
11834	R-152747	$ 1,794.84	6/12/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: April 30, 1955

Time Extensions: to Feb. 15, 1956

Completion Date: Feb. 1, 1956

Date Accepted: March 1, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 6-12-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JUN 13 1956

Ruth Rawlings

NOTED ON CARD

9

RECEIVED
JUN 1 - 1956
FOR FILING

5-2052

4303

June 1, 1956

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S.W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Bunnett

Dear Sir:

State Highway Contract No. 4303 for fencing on the Greggs Creek-Wedderburn Section of the Oregon Coast Highway in Curry County was completed by the contractor, Wold Bros., on February 1 and was formally accepted by the Highway Commission on March 1, 1956.

Final payment in the amount of $1,794.84 will be released to the contractor, assigned to General Casualty Company of America, on or after June 11, 1956. The total contract amount is $25,447.65, of which amount $841.59 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
MAR 16 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 16, 1956

Wold Bros.
Route 1, Box 238
Bandon, Oregon

Gentlemen:

The State Highway Commission at its meeting held on March 1 had under discussion your request for an extension of time from July 31, 1955 to February 15, 1956 within which to complete your contract No. 4303, for fencing on the Greggs Creek-Wedderburn Section of the Oregon Coast Highway in Curry County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

George A. Barnhart,
Resident Engineer

Forrest Cooper,
Construction Engineer

RECEIVED
FEB 24 1956
FOR FILING

[illegible]
4303

February 23, 1956

Oregon State Highway Commission

Request for extension of time
No. 8
February 29, March 1 and 2 meeting

Gentlemen:

Herewith a request from Wold Brothers for an extension of time on the Greggs Creek-Wedderburn Fencing, Contract No. 4303, from July 31, 1955 to February 15, 1956.

The grading on this section was handled by the Bureau of Public Roads, and the failure of their contractor to complete his project seriously handicapped our fencing operations.

We have suffered no inconvenience because of the overrun, and I am recommending that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. Forrest Cooper

EP: fn

8-2052

Form X-1—1001—10-53

O[illegible]ON STATE HIGHWAY DEPARTM

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending February 4, 1956

Section Greegs Creek - Wedderburn

Kind of work Fencing

Highway Oregon Coast

Section prefix 8-2052

Contractor Wold Brothers

Contract number 4303

Date of contract October 26, 1954

Date of completion April 30, 1955

Date work started December 20, 1954

Estimated date of completion February 15, 1956

Project authorization $30,845.25

Exclusive of Engineering $28,660.17

Per cent of time elapsed 256.3 %

Estimated cost of completed project, exclusive of engineering $25,566.00

Estimated per cent XXXXXX or underrun 9.5 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $2,149.00

Engineering cost to date $2,068.64, 94.28 %

Date project was completed February 1, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Three (3) men worked this week hanging gates and finishing fence.

Completed on Wednesday.

Final report.

NOTED
L. H. Young

NOTED
C. E. PAULSEN

RECEIVED
FEB 4 1956
[illegible]CE OF
CONST[illegible] ENGINEER

Signed G.W. Banhart Res. Eng.

Address Box 551 Gold Beach, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 80712

	GRADING	SURFACING	MA[illegible]ANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
RODS ~~Miles~~ in project	5,760				
Miles partially completed	4,800				
Miles completed	4,800				
Total estimated quantities (contract)	5,760				
Total quantities corrected to date	4,800				
Estimated quantities moved or placed to date	4,800				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	3				
Men	2				
Supervision	1				
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ...., Power graders ...., Rollers.........., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Clear		
Tuesday	Clear		
Wednesday	Clear		
Thursday	Clear		
Friday	Clear		
Saturday	Cloudy		

Lewis B

RECEIVED
OCT 26 1955
FOR FILING

8-8052
4303

October 25, 1955

General Casualty Co. of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Gentlemen:

A letter has been received from R. M. Wade & Co., Portland, in which they write as follows:

> "Re: Wold Brothers Contract No. 4303
>
> "This is to inform you that we have received payment in full for all materials furnished under the above described contract."

Contract No. 4303 was awarded to Wold Brothers for fencing on the Greggs Creek-Wedderburn Section of the Oregon Coast Highway in Curry County.

This information is provided as your Company appears as surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Wold Brothers
Route 1, Box 238
Bandon, Oregon

Huggins Insurance Agency
230 South Broadway
Coos Bay, Oregon

NOTED ON CARD

WADE NEWBEGIN
RECEIVED
OCT 26 1955
FOR FILING

October 25, 1955

R. M.Wade & Co.
1919 N. W. Thurman Street
Portland 9, Oregon

Attention: Mr. H. M. Thom

Gentlemen:

Thank you for your letter of October 24 informing us that you have received payment in full for all materials furnished to Wold Brothers under Contract No. 4303. We will advise the surety and the contractor that your letter has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

WADE NEWBEGIN
President and General Manager
H. D. SMITH
General Sales Manager
●
Seattle Branch—
532 First Avenue So.
SEATTLE 4, WASHINGTON

R.M.WADE & Co.
SINCE 1865
PORTLAND 9 OREGON
1919 N.W. Thurman Street
PHONE ATwater 7383
CApitol 8-7383

NORTHWEST DISTRIBUTORS OF QUALITY FARM EQUIPMENT
Especially Selected for the Northwest

October
24-1955

Oregon State Highway Commission
Salem, Oregon

Dear Sirs:- Re: Wold Brothers Contract No. 4303

This is to inform you that we have received payment in full for all materials furnished under the above described contract.

We are sending a copy of this letter to the office of the Secretary of State.

Thanking you, we are,

Very truly yours,

R. M. Wade & Co.

By

HAT/

REFERRED TO
BY SECRETARY

RECEIVED
OCT 25 1955
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

RECEIVED
SEP 2 - 1955
FOR FILING

Lewis

7-1105

August 25, 1955

R. M. Wade & Co.
1919 N. W. Thurman Street
Portland 9, Oregon

Attention: Credit Manager

Gentlemen:

Contract No. 4303, awarded to Wold Bros. for fencing the Greggs Creek-Wedderburn Section of the Oregon Coast Highway, has not yet been completed although it most certainly should be sometime early this fall.

Since we acknowledged your letter of April 20 concerning the claim, the surety company which furnished the Performance Bond for this contract has requested that further contract payments be assigned to them, and this has been done. The General Casualty Company of America, 4347 Brooklyn Avenue, Seattle 5, furnished the bond with this contract, which is given to assure satisfactory completion of the work and the payment of all bills incurred in this contract. It might be well for you to present your claim to the surety company if you have not already done so.

Also, we again suggest that you file your claim with the Secretary of State. Attached is an excerpt from the Oregon Laws outlining the procedure for preparing this filing.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

NOTED ON CARD

WADE NEWBEGIN
President and General Manager
H. D. SMITH
General Sales Manager
Seattle Branch—
532 First Avenue So.
SEATTLE 4, WASHINGTON

R.M. WADE & CO.
SINCE 1865
PORTLAND, OREGON
1919 N.W. Thurman Street
PHONE ATwater 7383

NORTHWEST DISTRIBUTORS OF QUALITY FARM EQUIPMENT
Especially Selected for the Northwest

August
24-1955

Oregon State Highway Department
Salem,
Oregon

4303

Re: Wold Brothers
Gregg Creek Wedderburn
Section Oregon Coast Hy. Contract

Dear Sirs:

We notified you on April 20th of materials furnished this contractor for the above described job. At this time they still owe us a balance of $1140.10.

Please notify us as to when this contract will be completed and when the contractors will receive final settlement. We assume that our interests are protected under the bond furnished by the contractors.

Very truly yours,

R. M. Wade & Co.

By

Credit Mgr.

HAT/

REFERRED TO
BY SECRETARY

RECEIVED
AUG 25 1955
OREGON
STATE HIGHWAY COMMISSION

Lewis 6

RECEIVED
SEP 2 - 1955
FOR FILING

8-2652
4303

August 25, 1955

General Casualty Co. of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Attention: Mr. G. N. Burnett

Gentlemen:

A letter has been received from R. M. Wade & Co., Portland, stating that Weld Bros. still owes them the sum of $1,140.10 for materials furnished on Contract No. 4303 for fencing the Greggs Creek-Wedderburn Section of the Oregon Coast Highway in Curry County. This apparently is the balance that still remains due on the claim concerning which we notified you on April 21, the claim at that time amounting to $5,000.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Weld Bros.
Route 1, Box 238
Bandon, Oregon

Huggins Insurance Agency
230 S. Broadway
Coos Bay, Oregon

NOTED ON CARD

RECEIVED
AUG 18 1955
FOR FILING

1-2052

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 17th, 1955

SUBJECT:

To: Mr. Tom Edwards
Division Engineer

Item 4m. on the Commission agenda for the August 11th-12th meeting approved and signed an agreement for the Highway Commission to do some oiling for the Bureau of Public Roads on the Greggs Creek-Wedderburn Section at an estimated cost not to exceed $5,000.

I believe you are familiar with this work and may possibly be proceeding with it on a reimbursable basis. The work consists of oiling of a permanent detour near Nesika Beach and the oiling of an approach near the southerly end of the Bureau project.

Forrest Cooper
Ass't. Construction Engineer

FC:AR

cc to: W. C. Williams

RECEIVED
AUG 17 1955
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-126 IBM REVISED

RECEIVED
JUN 23 1955
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

June 22, 1955

old Bros.
Route 1, Box 238
Bandon, Oregon

Gentlemen:

The State Highway Commission on June 14 had under discussion your request for an extension of time from April 30 to July 31, 1955 within which to complete your contract No. 4303, for fencing on the Greggs Creek-Wedderburn Section of the Oregon Coast Highway in Curry County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

George A. Barnhart,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
JUN 8 1955
FOR FILING

1-5352
[illegible]

June 7, 1955

Request for extension of time
No. 5
June 30-July 1 Meeting
Approved by Comm., [illegible]
June 16-17, 1955

Oregon State Highway Commission

Gentlemen:

Herewith a request from Wold Brothers for an extension of time on the Greggs Creek-Wedderburn Fencing, Contract No. 5353, from April 30, 1955 to July 31, 1955.

The grading on this section is being handled under the Bureau of Public Roads contract, and their contractor has not completed the county road connections, and so forth, which must be fenced by our contractor. As soon as the Bureau contractor is through, our contractor will be able to finish his work in a very short period of time.

Since the delay is not the fault of our contractor, it is recommended that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

EAP gm
cc Mr. E. A. Pease

★ AIR MAIL ★

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
GENERAL CASUALTY COMPANY OF AMERICA
HOME OFFICES—SEATTLE, WASHINGTON

AMERICA GENERAL COMPANIES
H. K. DENT
CHAIRMAN OF THE BOARD
W. L. CAMPBELL
PRESIDENT

April 28, 1955

REGISTERED MAIL
RETURN RECEIPT REQUESTED

Oregon State Highway Department
Salem, Oregon

Attention H. B. Glaisyer, Secretary

Gentlemen:

Bond # 319030 - Contract # 4303 -
Greggs Creek Fencing project
Curry County
Bond # 314749 - Contract # 4238 -
Guard Rail, Rocky Point to Greggs
Creek, Principal, Wold Brothers

We are the Surety for Wold Brothers on their bond guaranteeing the performance of the work and payment for labor and material on these two jobs. You have notified us of the claim filed by the R. M. Wade & Company in the amount of $5,000 on Contract # 4303. In addition, we have been notified of the contractor's inability to pay other obligations incurred by him in the completion of both jobs.

In view of this claim, and because of the assignment given to us by the contractor, at the time the bond was written, of all moneys due or to become due under the contract, in the event of default, and pursuant to our rights as surety, we ask that you make no further payments to the contractor without our prior written consent and approval.

We are attempting to investigate this situation more thoroughly, and will advise you of our position at the time our investigation is completed.

CKNOWLEDGE
H. B. GLAISYER

★ AIR MAIL ★

Thank you for your attention to this matter.

Very truly yours,

A. R. Eby

A. R. Eby
Claims Department
pk

NOTED ON CARD

RECEIVED
APR 27 1955
FOR FILING

[illegible]
4303

April 21, 1955

General Casualty Company of America
Portland Branch Office
209 S. W. Fourth Avenue
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Gentlemen:

A letter has been received from R. M. Wade & Co., 1919 N. W. Thurman Street, Portland 9, stating that Wold Bros. owe them $5,000 for materials furnished on Contract No. 4303 for fencing the Gregg Creek-Wedderburn Section of the Oregon Coast Highway in Curry County.

This information is furnished as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Wold Bros.
Route 1, Box 238
Bandon, Oregon

Huggins Insurance Agency
230 South Broadway
Coos Bay, Oregon

NOTED ON CARD

RECEIVED
APR 27 1955
FOR FILING

4303

Mrs Lemon

April 21, 1955

R. M. Wade & Co.
1919 N. W. Thurman Street
Portland 9, Oregon

Attention: Mr. H. A. Thom
Credit Manager

Gentlemen:

We have your letter of April 20 concerning a claim you have against Wold Bros. for materials furnished to them on State Highway Contract No. 4303 for fencing the Gregg Creek-Wedderburn Section of the Oregon Coast Highway in Curry County.

The amount of this contract is $27,426 and up to March 10 about $19,000 had been performed. Approximately $17,000 has been paid to the contractor for work performed to March 10 and we are holding as a retained percentage the sum of approximately $1,900. Completion date for the contract is set for April 30, 1955.

The Performance Bond for this contract was furnished by General Casualty Company of America through Huggins Insurance Agency, 230 South Broadway, Coos Bay. This bond is given to assure completion of the project and the payment of all bills incurred in it.

If you feel that it is necessary to protect your claim against the bond for a period longer than six months following completion of the contract and acceptance by the Commission, it is suggested that you file your claim with the Secretary of State. We have attached excerpts from the Oregon Law outlining the procedure in preparing this filing.

In the meantime, the claim will be noted in our records and we will advise the contractor and the surety that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enc.

NOTED ON CARD

WADE NEWBEGIN
President and General Manager
H. D. SMITH
General Sales Manager
●
Seattle Branch—
532 First Avenue So.
SEATTLE 4, WASHINGTON

R·M·WADE & Co.
SINCE 1865
PORTLAND 9 OREGON
1919 N. W. Thurman Street
PHONE ATwater 7383

NORTHWEST DISTRIBUTORS OF
QUALITY FARM EQUIPMENT
Especially Selected for the Northwest

April 20, 1955

4303

Oregon State Highway Dept.
Salem
Oregon

Re: Wold Bros.
Gregg Creek Wedderburn
Section Ore. Coast Hwy, Contract

Dear Sirs:

We have furnished this contractor materials in the amount of $12,227.13 the most of which was delivered in December.

At this date they have only paid us $7,227.13 leaving an unpaid balance of $5,000.00

Please inform us as to what advances have been made to the contractor against this material and give us an idea as to when they should get the balance due.

We assume that we are protected under the bond furnished by this contractor.

Very truly yours
R. M. WADE & CO.

By
Credit Mgr.

HAT/me

last est. date 3-10 3084.30
retainer 1883.20

1	to 1-10	11,191.50
2	2-10	2673.00
3	3-10	3084.30
		16948.80

REFERRED TO
BY SECRETARY

RECEIVED
APR 21 1955
OREGON
STATE HIGHWAY COMMISSION

[illegible] 179[illegible]

NOTED ON CARD

paid for mat'l on hand 8686.00
6550.00

RECEIVED
DEC 2 - 1954
FOR FILING

December 1, 1954

Wold Bros.
Route 1, Box 238
Bandon, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4303, which was awarded to you October 28 by the State Highway Commission, for fencing on the Greggs Creek-Wedderburn Section of the Oregon Coast Highway in Curry County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
NOV 1 1954
FOR FILING

October 29, 1954

Weld Brothers
R.R. 1, Box 238
Bandon, Oregon

Gentlemen:

The State Highway Commission on October 28, 1954 awarded to you State Highway Contract No. 4303 for Greggs Creek-Wedderburn Fencing Project on the Oregon Coast Highway northerly from Gold Beach in Curry County.

This award was based on your bid of $27,426 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

[illegible]

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

10-3418 Winchester Maintenance Bldg. 1954

#4304

RECEIVED
JUL 11 1955
FOR FILING

10-3418
4304

OREGON STATE HIGHWAY DEPARTMENT

(date)
June 30, 1955

(CONTRACT NO.) 4304

(EST. NO.) 6-Final

(CONTRACTOR) Maurice R. Holst

(VOUCHER NO.) 12773

(WARRANT NO.) B-125834

(AMOUNT) $ 1,635.51

(DATE) 6/30/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: May 31, 1955

Time Extensions: None

Completion Date: May 31, 1955

Date Accepted: June 30, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 7-6-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed:

Ruth Rawlings

RECEIVED
JUN 24 1955
FOR FILING

10-2111
4304

June 24, 1955

CERTIFIED MAIL

Hartford Accident & Indemnity Co.
Pacific Department
Hartford Bldg.
San Francisco 20, Calif.

Gentlemen:

State Highway Contract No. 4304 for constructing the Winchester Maintenance Building in Douglas County was completed by the contractor, Maurice R. Holst, on May 31, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $1,635.51 will be released to the contractor after acceptance by the Commission. The total contract amount is $15,624.43 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: C. S. Briscoe Insurance Agency
Oakridge, Oregon

NOTED ON CARD

RECEIVED
DEC 2 - 1954
FOR FILING

December 1, 1954

Maurice R. Holst, Contractor
Box 171
Oakridge, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4304, which was awarded to you by the State Highway Commission on October 28, covering construction of Winchester Maintenance Building in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
NOV 1 1954
FOR FILING

[illegible]

October 29, 1954

Mr. Maurice R. Holst
Box 171
Oakridge, Oregon

Dear Sir:

The State Highway Commission on October 28, 1954 awarded to you State Highway Contract No. 4304 for construction of Winchester Maintenance Building in Douglas County.

This award was based on your bid of $15,587.68 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
G. S. Paxson

F-309(6) Wasco Co. Line-Warm Springs 1954
Agency Sec. of Warm Springs Hwy.
#L305

1

W. C. WILL

W.C. Williams F-309(6)
4305

September 27, 1956

FINAL COST ANALYSIS

Wasco County Line- Warm Springs Agency
Contract No. 4305

Warm Springs Highway
Prefix: 16-1024

Rogers Construction Company and Babler Bros., Contractors
H. S. Cox, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	All		$500.00		$ 740.72	$ 500.00
Drainage Exc., Unclassified	28.84	Cu.Yds.	4.00	$ 2.61	75.48	115.36
Gen. Exc., Unclassified	120,336	Cu.Yds.	0.40	0.525	63,225.27	48,134.40
Short Overhaul	252,844.7	Yd.Sta.	.005	.005	1,264.22	1,264.22
Long Overhaul	712.8	C-yd.Sta.	0.30	0.30	213.84	213.84
Finish. Roadbed and Slopes	3.77	Miles	300.00	228.68	862.15	1,131.00
18" Corr. Metal Pipe	104	Lin.Ft.	4.00	4.37	455.22	416.00
24" Corr. Metal Pipe	84	Lin.Ft.	6.00	6.36	534.88	504.00
36" Corr. Metal Pipe	6	Lin.Ft.	12.00	13.68	82.12	72.00
18" Concrete Pipe	42	Lin.Ft.	3.50	2.94	123.62	147.00
Metal Guard Rail	5,980.5	Lin.Ft.	2.20	2.24	13,399.51	13,157.10
2"-0 Mat'l in Base	23,082	Cu.Yds.	1.50	1.56	36,048.49	34,623.00
3/4"-0 Mat'l in Base and Shoulders	7,748	Cu.Yds.	1.60	2.08	16,174.56	12,396.80
Sprinkling	982.94	M-gals.	2.00	1.75	1,720.15	1,965.88
3/4"-0 Mat'l in Binder	1,758	Cu.Yds.	3.00	2.39	4,206.76	5,274.00
RC-3 Asph. in Binder	206.84	Tons	40.00	44.19	9,140.94	8,273.60
Class "B" Asph. Concrete	25,735.03	Tons	4.90	4.775	122,950.15	126,101.65
Furn. and Place RS-1 Asphalt	9.55	Tons	40.00	46.98	448.71	382.00
Type "1" Fence	238.31	Rods	3.50	3.47	827.24	834.09
PA #1 Solid Rock Excav.	3,561.7	Cu.Yds.	1.70	1.68	5,986.71	6,054.89
PA #2 Haul & Place Agg.	1,954	Cu.Yds.	3.25	3.09	6,043.27	6,318.00
PA #2 Furn. & Place 200-300 Asphalt for Seal Coat	181.67	Tons	45.00	45.45	8,257.54	8,175.15

Contract No. 4305

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
PA #3 Extra Cost of Agg. in Binder	988	Cu.Yd.	$ 3.16	$ 3.16	$ 3,122.08	$ 3,122.08
					$295,071.14	$279,176.00

Total Cost	$295,071,14
Gross Revenue	279,176.06
Net Loss	$ 15,895.08

Net Loss Equals 5.6% of Gross Revenue

Wasco County Line-Warm [illegible]ings Agency
Contract No. 4305

Detail of Cost

Rogers and Babler

Labor:

Labor and Supervision	$80,005.79	
Labor Insurance	5,255.32	
		$ 85,261.11

Materials:

18" Corr. Metal Pipe inc. Bands	104	Lin.Ft.	at $	2.79	304.11	
24" Corr. Metal Pipe inc. Bands	84	Lin.Ft.	"	4.34	377.58	
36" Corr. Metal Pipe inc. Bands	6	Lin.Ft.	"	8.49	59.43	
18" Concrete Pipe	42	Lin.Ft.	"	1.91	80.22	
Metal Guard Rail	5,980.5	Lin.Ft.	"	1.20	7,176.60	
End Section	12	Each	"	3.00	36.00	
Type 1 Fence	238.31	Rods	"	1.45	345.55	
RC-3 Asphalt	206.84	Tons	"	25.75	5,326.13	
Freight on RC-3 Asphalt	206.84	Tons	"	5.28	1,092.12	
RS-1 Asphalt	9.55	Tons	"	25.20	240.66	
Freight on RS-1 Asphalt	9.55	Tons	"	5.28	50.42	
200-300 Asphalt	181.67	Tons	"	22.50	4,087.58	
Freight on 200-300 Asphalt	181.67	Tons	"	5.28	959.22	
86-100 Asphalt	1,302.69	Tons	"	22.50	33,810.53	
Freight on 86-100 Asphalt	1,302.69	Tons	"	5.28	7,813.99	
						61,760.14

Equipment Rentals and Misc. Supplies:

Equipment Rentals (Owned)	90,807.26	
Hired Trucks	7,488.67	
Gas, Oil and Grease	19,791.28	
Freight and Cartage	5,448.42	
Powder and Caps	3,125.30	
Small Tools and Misc. Supplies	2,948.60	
P.L. & P.D. Insurance	905.81	
Heat Oil	2,698.35	
Bond	2,773.72	
Home Office & Gen. Overhead	7,220.25	
		143,207.66
		290,228.91

PA #3	Hauling 988 Cu.Yd. Agg. at 1.25	
	Loading 988 Cu.Yd. Agg. at 0.35	
	Diff. in cost of Production 1.56	
	3.16	3,122.08
Paid W. A. Anderson (hauling water at 1.75 M-gal)		1,720.15
	TOTAL COST	$295.071.14

Wasco County Line-Warm Springs Agency
Contract No. 4305

Breakdown of Crushing Cost

	Cost	Quantity	Unit	Unit Cost
Move In and Set Up	$ 3,773.85	53,212	Cu. Yds.	$0.071
Haul to Crusher	23,045.73	53,212	Cu. Yds.	0.433
Crushing	31,571.37	53,212	Cu.Yds.	0.597
Stockpiling at Plant	5,214.84	53,212	Cu. Yds.	0.098
	$63,605.79	53,212	Cu. Yds.	$1.199

The crusher operated 542 hours for an average production of 98.1 cu. yds. per working hour.

Wasco County Line-Warm Springs Agency
Contract No. 4305

Breakdown of Paving Cost

	Cost	Quantity	Unit	Unit Cost
Move In and Set Up	$ 3,821.73	25,735.03	Tons	$0.149
Feed Plant	5,266.60	25,735.03	Tons	0.204
Heat and Mix	23,153.97	25,735.03	Tons	0.899
Haul to Road	13,073.30	25,735.03	Tons	0.507
Street Work	10,644.76	25,735.03	Tons	0.413
Cost of Aggregates	24,532.78	25,735.03	Tons	0.953
Cost of 86-100 Asph. inc. Freight	42,457.01	25,735.03	Tons	1.65
TOTAL COST	$122,950.15	25,735.03	Tons	$4.775

A Pioneer continuous mixing plant worked 178.5 hours to produce 25,735.03 tons or an average of 144.5 tons per working hours.

Remarks:

This was a "Federal Aid Primary Project" for the construction of 3.58 miles of roadbed, construction of 7.54 miles of stone base and shoulders and the construction of approximately 27,000 tons of asphaltic concrete pavement. The contract was bid and awarded October 28, 1954. Work started December 2, 1954 and the project was completed June 25, 1955.

On December 2, 1954 the contractor started moving in a 3-crusher plant into the gravel pit opposite Station 1460+00. The crushing plant was fed with a 1½ cu. yd. shovel and two 6-cu. yd. dumpters. All crushed materials were stockpiled at the plant, using a D-8 cat and dozer and one 12-cu. yd. Euclid truck. The crushing plant started out by running 3 shifts per day, but due to expensive breakdowns later, only worked two shifts per day. All crushed materials were completed February 26, 1955 and stockpiled at the plant site.

On December 11, 1954 the contractor started moving in grading equipment which consisted of four D-8 cats, four DW-20 scrapers, two 80 scrapers, three 12-yard Euclid trucks, one D-6 cat, loader, one #12 cat blade and used 1½-yard shovel and two 6-cu. yd. dumpters when crushing plant was broken down. The cuts from Station 1320-1360 proved to be very expensive due to solid lava rock, and the large cut from Station 1440-1450 proved to be very expensive due to a hard formation of white clay. A hydraulic ripper on back of a D-8 cat was used in ripping this cut. This proved to be very costly. This item shows a large loss.

A continuous mix plant was moved in and set up adjacent to stockpiles at the gravel site. Paving was started May 9, 1955 and all paving was completed June 3, 1955.

The contractor, having low bid prices and running short of crushed materials which he had to haul from State stockpiles in order to finish the project, suffered a loss from this project.

Maurice M. Juve
Chief Cost Analyst

By

[illegible]. T. Wechter

RECEIVED
MAY 21 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) May 15, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4305	9 Best Final	Rogers Construction, Inc.	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
9762	B-150634	$ 3,122.08	5/15/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1955

Time Extensions: None

Completion Date: June 14, 1955

Date Accepted: Aug. 11, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 5-16-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: MAY 16 1956

R Rawlings

RECEIVED
MAY [illegible] · 1956
FOR FILING

[illegible] (4)
4305

May 2, 1956

CERTIFIED MAIL

The Fidelity & Casualty Company
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

This to advise that the State Highway Commission will in a few days release a post-final payment to Rogers Construction, Inc. in the amount of $3,122.08. This is in connection with contract No. 4305, covering the Wasco County Line-Warm Springs Agency Section of the Warm Springs Highway in Jefferson County.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on the above project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pallett, Fisher & Carlo, Inc.
U.S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
MAR 9 - 1956
FOR FILING

F-304 (6)

OREGON STATE HIGHWAY DEPARTMENT

(date) March 7, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4305	8-Final	Rogers Construction, Inc.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
4167	R-145016	$ 8,281.62	3/7/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1955

Time Extensions: None

Completion Date: June 14, 1955

Date Accepted: Aug. 11, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-7-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

Ruth Rawlings

38

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RECEIVED
FEB 29 1956
FOR FILING

4305

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 28, 1956

SUBJECT: Contract No. 4305 - Additional Compensation

To: W. C. Williams
C. W. Enfield
Forrest Cooper
S. H. Probert

Attached herewith, a copy of a letter received from Rogers Construction Company advising us that he plans on claiming additional compensation for work performed on State Highway Contract No. 4305.

C H Maison
C. H. Maison
Auditor

CHM:cg

Attachment

RECEIVED
[illegible] 1956
OFFICE OF
STATE HIGHWAY ENGINEER

ROGERS CONSTRUCTION, INC.

[illegible]

11760 N E Glisan,
Portland, 16, Oregon.
February 24, 1956.

Accounting Division,
Oregon State Highway Department,
Salem, Oregon.

re: Contract #4305, Prefix 16-1024.
Wasco Co. Line-Warm Springs Agency Sec.,
Warm Springs Highway.

Gentlemen:

We are enclosing herewith signed final estimate for the above mentioned contract, and wish to advise that there will be either a post final estimate or additional compensation due on this contract under Articles 1.9.13 and 1.9.15 of the Standard Specifications.

Yours very truly,
Rogers Construction INC.,
By Chas McGuire

RECEIVED
SEP 6 - 1955
FOR FILING

September 6, 1955

CERTIFIED MAIL

Fidelity & Casualty Company of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

State Highway Contract No. 4305 for work performed on the Wasco County Line-Warm Springs Agency Section of the Warm Springs Highway in Jefferson County was completed by the contractor, Rogers Construction,Inc., on June 14 and was formally accepted by the Highway Commission on August 11, 1955.

Final payment in the amount of $8,281.62 will be released to the contractor on or after September 16, 1955. The total contract amount is $276,053.98 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl

cc: Pallett,Fisher & Carlo,Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD
gl

RECEIVED
JUL 29 1955
FOR FILING

[illegible]
4305

July 28, 1955

CERTIFIED MAIL

The Fidelity & Casualty Company of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Rogers Construction, Inc. on contract No. 4305, covering the Wasco County Line-Warm Springs Agency Section of the Warm Springs Highway in Jefferson County.

This payment, in the amount of $28,203.98, will be released to the contractor on or after August 8, 1955. The retained percentage is $8,281.62.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
JUN 21 1955
FOR FILING

F-309 (6)
4305

June 20, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 14, 1955, on Contract No. 4305, Wasco County Line-Warm Springs Section, in Jefferson County, in connection with Federal Aid Project No. F-309 (6).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DHP:ia

cc: John Cattrall

Form E-1—16M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 18, 1955, 19

Section Wasco Co. Line - Warm Springs Agency

Kind of work Paving & Grading

Highway Warm Springs

Section prefix 16-1024

Contractor Rogers Construction Inc.

Contract number 4305

Date of contract Oct. 28, 1954, 19

Date of completion J Aug. 31, 1955, 19

Date work started Dec. 2; 1954, 19

Estimated date of completion June 25, 1955, 19

Project authorization $303,149.25

Exclusive of Engineering $281,591.97

Per cent of time elapsed 75.9 %

Estimated cost of completed project, exclusive of engineering $281,591.97

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 21,557.28

Engineering cost to date $ 17,500.00, 81.2 %

Date project was completed 6 - 14, 19 55

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Seal on this project was started on Monday and finished on Wednesday. During the course of this work it was noted that rock was failing to stick on portions of the roadbed, the worst places being from sta 1244 M.P.26.42 to 1325+50 M.P. 27.96. Thissection was re-sealed on Wednesday. An additional 0.50 miles should have been resealed(to M.P. 28.46).

Cause for this failure to stick the seal aggregate is of course due to lack of asphalt. It is interesting to note that shots made in the morning and also the evening, when the temperature was cooler (midday 92°to 95°) stuck the aggregate satisfactorily. Tuesday afternoon the foregoing had been noted and asphalt shots were increased to .30. This proceedure seems to have remedied the situation.

The contractor is presently engaged in spotting in shoulders, dusting and brooming the seal, cleaning ditches and doing general cleanup work.

It is planned to have this project inspected the first of next week by the Division Engineer.

Mr Chandler was over this project on Wednesday and again on Thursday.

NOTED
OSCAR CUTLER

Signed

Address Box 151 Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77000

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.77	3.77			7.54
Miles partially completed					
Miles completed	3.77	3.77			7.54
Total estimated quantities	123,897.7	30,582			25,735
Estimated quantities moved or placed to date	Same	Same			Same
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					1
Hours per shift					9
Average force on project for week					30

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 1, Rollers 2, Mixers 1, Crushing or screening plants ....

Compressors ...., Bulldozers 2, Sheep-foot rollers 10 Trucks . 1 loader . . . ., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday	HOT ALL WEEK		
Thursday			
Friday			
Saturday			

Form PR 2 (Revised 1950)

1556

State Oregon

Federal Aid Project No. F-309(6)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 14th day of February, 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 27th day of September, 1954, a program, which was approved on the 5th day of October, 1954, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project which were approved by the District Engineer of the Bureau of Public Roads on the 13th day of October, 1954; and

Whereas the District Engineer of the Bureau of Public Roads has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred eighty-three thousand and 00/100 dollars ($183,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

RVL

270 lin. ft.	Type 1 Fence	3.00	810.00

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; (Include date and citation of Chapter 529, Laws 1939. act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 1174+70 at the north boundary of Section 1, T. 9 S., R. 11 E., W.M., the Wasco County Line, and survey station 1572+00 in the NW 1/4, Section 25, T. 9 S., R. 12 E., W.M., without exception,

, length 7.539 miles, in Jefferson County, being Oregon Federal Aid project No. F-309(6), consisting of 7.539 miles of roadway and no bridges, [illegible]h of more than 20 feet clear span, ~~of a mile in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

16--11379-4

270 lin. ft.	Type 1 Fence	3.00	810.00

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of **one hundred eighty-three thousand and 00/100** dollars ($183,000.00), which does not exceed the authorized Federal pro rata share of **two hundred ninety-five thousand, three hundred twelve and 60/100** dollars ($295,312.60), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to **the State Treasurer** (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon** (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

270 lin. ft. Type I Fence 3.00 810.00

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

Attest

SECRETARY

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By

Division Engineer,
Bureau of Public Roads.

FEB 1

Federal Aid
Project No. F-309 (6)

WASCO COUNTY LINE - WARM SPRINGS AGENCY SECTION OF THE WARM SPRINGS HIGHWAY IN JEFFERSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon Oct. 13, 1954

Type Code 6201
2 Lane Roadway (Sta. 1174+70 to Sta. 1323+00) (Sta. 1507+00 to Sta. 1572)

All Required	Clearing and Grubbing (10%)		$ 300.00
4 cu. yds.	Drainage Excavation, Unclassified	$ 2.50	10.00
250 cu. yds.	General Excavation, Unclassified	0.42	105.00
0.09 mile	Finish Roadbed and Slopes	700.00	63.00
9 lin. ft.	24-inch Concrete Pipe	5.00	45.00
540 lin. ft.	Metal Guard Rail	2.60	1,404.00
200 cu. yds.	2" - 0 Material in Base	2.10	420.00
1,900 cu. yds.	3/4" - 0 Material in Base and Shoulders	2.25	4,275.00
50 M-gals.	Sprinkling	2.50	125.00
170 cu. yds.	3/4" - 0 Material in Binder Course	3.00	510.00
30 tons	RC-3 Asphalt in Binder Course	42.00	1,260.00
11,800 tons	Class "B" Asphaltic Concrete	5.50	64,900.00
36 tons	Furnishing and Placing RS-1 Asphalt	42.00	1,512.00
100 cu. yds.	Aggregate in Pavement Seal	4.00	400.00
	Subtotal		$ 75,329.00
	10% Engr. & Cont.		7,532.90
	Total		$ 82,861.90

Length of Roadway 4.054 miles
Cost of Roadway Per Mile $20,439.54

Type Code 6201
3 Lane Roadway (Sta. 1323 to Sta. 1507)

All Required	Clearing and Grubbing (90%)		$ 2,700.00
56 cu. yds.	Drainage Excavation, Unclassified	$ 2.50	140.00
130,250 cu. yds.	General Excavation, Unclassified	0.42	54,705.00
325,000 yd. stas.	Short Overhaul	0.015	4,875.00
5,700 C-yd. stas.	Long Overhaul	0.45	2,565.00
3.49 mile	Finishing Roadbed and Slopes	700.00	2,443.00
11,700 lin. ft.	Rounding Cutbanks	0.20	2,340.00
120 lin. ft.	18-inch Corrugated Metal Pipe	4.50	540.00
60 lin. ft.	24-inch Corrugated Metal Pipe	6.00	360.00
30 lin. ft.	36-inch Corrugated Metal Pipe	12.50	375.00
60 lin. ft.	18-inch Concrete Pipe	3.50	210.00
6,060 lin. ft.	Metal Guard Rail	2.60	15,756.00
23,800 cu. yds.	2" - 0 Material in Base	2.10	49,980.00
6,900 cu. yds.	3/4" - 0 Material in Base and Shoulders	2.25	15,525.00
780 M-gals.	Sprinkling	2.50	1,950.00
430 cu. yds.	3/4" - 0 Material in Binder Course	3.00	1,290.00
70 tons	RC-3 Asphalt in Binder Course	42.00	2,940.00
15,200 tons	Class "B" Asphaltic Concrete	5.50	83,600.00
24 tons	Furnishing and Placing RS-1 Asphalt	42.00	1,008.00
90 cu. yds.	Aggregate in Pavement Seal	4.00	360.00
270 lin. ft.	Type 1 Fence	3.00	810.00

etd
Smith

Subtotal	$244,472.00
10% Engr. & Cont.	24,447.20
Total	$268,919.20

Length of Roadway 3.485 miles
Cost of Roadway Per Mile $78,164.76

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2 Lane Roadway	$ 82,861.90	$ 46,639.00	$ 36,222.90
3 Lane Roadway	268,919.20	151,361.00	117,558.20
	$351,781.10	$198,000.00	$153,781.10

RECEIVED
FEB 8 1955
FOR FILING

file

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 7th, 1955

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

Dear Sir:

Herewith letter from W. E. Chandler who is afraid that the climbing lane over the vertical curve at Station 1325 on the Wasco County Line-Warm Springs Agency Section will be dangerous and wishes to convert it into a 4-lane section. He fears that the downhill traffic will not observe the "No Passing" line and collisions on the vertical curve will result.

The 4-lane section would extend from Station 1315 to 1339, and the estimated cost is $6,793.12. He states that there have been sufficient savings to do this work and the contractor is agreeable.

I concur with him that a 3-lane section ending in proximity to a vertical curve is highly dangerous and should have been designed for a 4-lane section and recommend that he be given permission to submit a price agreement.

Very truly yours,

H G Smith
H. G. Smith
Construction Engineer

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 2-6-55

HGS:AR
Enc.

(original retd to Mr. Smith

[illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
February 3, 1955

SUBJECT: Contract No. 4305, Wasco County
Line-Warm Springs Agency

To: Mr. E. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Attention: Mr. Forrest Cooper

Dear Sir:

At the north end of the Wasco County Line-Warm Springs Agency Section of the Warm Springs Highway in Jefferson County, Rogers Construction Company contract, we have discussed an additional lane at the summit, due to the fact that this is actually a no-passing vertical curve on the lane that goes down hill. Following is an estimate and prices discussed with Mr. Rogers on which he will sign a Price Agreement:

Additional Excavation	1617.6	@	$1.70	$2,749.92
Additional A. C. Mix	538	@	4.90	2,636.20
Additional Surfacing	938	@	1.50	1,407.00
				$6,793.12

The excavation is solid rock, the other prices are as set forth in the contract. There is sufficient money in the contract to do this additional work without using the contingency fund.

It is my recommendation that this work be done. Will you please advise as soon as possible, as the excavation should be done in the very near future, if at all.

Very truly yours,

WM. E. CHANDLER
Division Engineer

WEC:me

(Original ret'd. to Mr. Smith)

RECEIVED
FEB [illegible] 1955
OFFICE OF
CONST

RECEIVED
DEC 9 - 1954
FOR FILING

F-309 (6)

December 7, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on December 2, 1954 on Contract No. 4305, Wasco County Line-Warm Springs Agency Section, in Jefferson County, in connection with Federal Aid Project No. F-309 (6).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:bb

RECEIVED
DEC 2 - 1954
FOR FILING

T [illegible] (6)
4[illegible]

December 1, 1954

Rogers Construction, Inc.
11760 N. E. Glisan St.
Portland 16, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4305, which was awarded to you on October 28 by the State Highway Commission, covering the Wasco County Line-Warm Springs Agency Section on the Warm Springs Highway in Jefferson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
NOV 1 1954
FOR FILING

October 29, 1954

Rogers Construction Company
11760 N. E. Glisan Street
Portland, Oregon

Gentlemen:

The State Highway Commission on October 28, 1954 awarded to you State Highway Contract No. 4305 for grading and paving, excavation, construction of metal guard rail, and 270 rods fencing on the Wasco County Line-Warm Springs Agency section of the Warm Springs Highway in Jefferson County.

This award was based on your bid of $268,466 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
G. S. Paxson

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

RECEIVED
OREGON DISTRICT 1954
FOR FILING

F-309(6)
4305

October 28, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our prior verbal concurrence as of this date in award of Contract No. 4305 for Oregon Project F-309(6), Wasco County Line-Warm Springs Agency Section of the Warm Springs Highway, to Rogers Construction, Inc. of Portland, Oregon, low bidder in the amount of $268,466.00 at the October 28, 1954 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

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FOR FILING
OREGON DISTRICT
Const
Fed Aid
Plans & Spec
(F-3[illegible](6))

[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

October 13, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-309(6), Wasco County Line-Warm Springs Agency Section of the Warm Springs Highway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
OCT 19 1954
OR[illegible]
STATE HIGHW[illegible] C[illegible]

[illegible]-3330 Honeyman Park Camp Expansion 1954
4306

OREGON STATE HIGHWAY DEPARTMENT
(date)
June 3, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4306	6-Final	Den Herder & Strobel Contractors	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
10785	R-123852	$ 1,008.90	6/2/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: May 31, 1955

Time Extensions: None

Completion Date: April 15, 1955

Date Accepted: May 25, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 6-3-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: JUN 3 1955

Ruth Rawlings

RECEIVED
MAY 23 1955
FOR FILING

30-2530
1

May 23, 1955

REGISTERED MAIL

The Aetna Casualty & Surety Company
Portland Service Department
300 Yeon Building
Portland 4, Oregon

Gentlemen:

State Highway contract No. 4306 for work performed on park expansion in the Jessie M. Honeyman Park in Lane County was completed by the contractor, DenHerder & Strobel Contractors, on April 15, 1955, but has not as yet been accepted by the Commission.

Final payment in the amount of $1,008.90 will be released to the contractor after acceptance by the Commission. The total contract amount is $18,548.30, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

cc: The Aetna Casualty & Surety Co.,
Ray D. Pollard Agency
21 11th Avenue W.,
Eugene, Oregon

Form E-1—10M

3330

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 9, 1955

Section Honeyman Park Camp Expansion

Kind of work Grading and Latrine Building

Highway Oregon Coast

Section prefix 20-3330

Contractor Don Kerder and [illegible]

Contract number [illegible]

Date of contract October 28, 1954

Date of completion May 31, 1955

Date work started November 30, 1954

Estimated date of completion April 15, 1955

Project authorization $19,093.50

Exclusive of Engineering $17,735.74

Per cent of time elapsed 76 %

Estimated cost of completed project, exclusive of engineering $18,567.75

Per cent of contract completed, based on total contract price 95 %

Engineering authorization $1,357.76

Engineering cost to date $1,050.00, 77 %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Only activity on this project during this week was cleaning up and finishing work on latrine building.

Most of contractors equipment moved out during this week.

Project should be completed by end of next week.

NOTED
W. C. SMITH

WTW

NOTED
[illegible]

RECEIVED
APR 1 1955
OFFICE OF
CONS

Signed P. F. Burnett Res. Engr.

Address Box 122, Reedsport

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77080

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	One				
Hours per shift	8				
Average force on project for week	1				

Percentages of men employed on contract to be secured from: .... County, ...%; .... County, ...%.

.... County, ...%; .... County, ...%;

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair All Week		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
[illegible] 1955
FOR FILING

[illegible]
[illegible]

February 9, 1955

W. J. McCready Lumber Co.
P. O. Box 98
Forest Grove, Oregon

Attention: Mr. M. V. Walker

Gentlemen:

This is in reply to your letter of February 4th addressed to Mr. Maison, head of the Accounting Department, concerning Contract No. 4306 awarded to DenHerder and Strobel for work in Jessie M. Honeyman State Park. DenHerder and Strobel, 900 Hamilton Street, Medford, are the prime contractors on this job.

The Aetna Casualty and Surety Company through Ray D. Pollard Agency, 21 Eleventh Avenue West, Eugene, furnished the bond for this contract in the amount of $16,972.00. This bond, which is in the same amount as the contract, is provided to assure satisfactory completion of the contract and the payment of all labor and material bills incurred in the contract.

The contract was awarded October 28, 1954, and the scheduled date of completion is May 31, 1955.

Very truly yours

ORFGON STATE HIGHWAY COMMISSION

Secretary

FAQ:mdm

CREDIT
DEPARTMENT

W. J.
McCREADY
LUMBER CO.
Lumber and Building Material

PHONE 2411

GENERAL OFFICES
200 FIRST NATIONAL BANK BUILDING
FOREST GROVE, OREGON

February 4, 1955

REFERRED TO
[illegible]

Oregon State Highway Commission
Accounting Division
Salem, Oregon

Att: Mr. Mason

4206

Gentlemen:

I recall that previously I was able to learn from your office some details concerning a contract for construction at Cleawox State Park.

We are presently furnishing materials to DenHerder & Strobel, contractors from Medford, for the construction of a trailer camp and bath house at Cleawox.

Can your office advise if they are the prime contractors on this job? What the amount of the contract is? Whether or not they have been required to furnish a performance bond? A third party payment bond?

Any information you can furnish would be most appreciated.

Very truly yours,

W. J. McCready Lumber Co.

M. V. Walker
M. V. Walker
Credit Manager

REFERRED TO
[illegible]

RECEIVED
DEC 3 - 1954
FOR FILING

20-3 C
4

December 3, 1954

DenHerder & Strobel Contractors
900 Hamilton Street
Medford, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4306, which was awarded to you on October 28, 1954 by the State Highway Commission, covering Jessie M. Honeyman Park Expansion in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
NOV 1 1954
FOR FILING

[illegible]
[illegible]

October 29, 1954

Den-Herder & Strobel, Contractors
900 Hamilton Street
Medford, Oregon

Gentlemen:

The State Highway Commission on October 28, 1954 awarded to you State Highway Contract No. 4506 for Honeyman Park Camp Expansion in Lane County.

This award was based on your bid of $16,972 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage , SIAC
G. S. Paxson

BFI-324(9) Four Structures, Gervais- 1954
Hayesville Unit, Group II
#4307

RECEIVED
AUG 1 1955
FOR FILING

[illegible] (1)
4577

OREGON STATE HIGHWAY DEPARTMENT

(date)

July 27, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4307	8-Final	Hamilton & Thoma	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
15070	R-128139	$ 16,022.30	7/27/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1955

Time Extensions: None

Completion Date: July 7, 1955

Date Accepted: Aug. 11, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 8-16-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

[illegible] CASE

Warrant Mailed:

Ruth Rawlings

RECEIVED
JUL 22 1955
FOR FILING

BFI-221(1)
4307

July 22, 1955

CERTIFIED MAIL

Hansen & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Washington

Gentlemen:

State Highway Contract No. 4307 covering four structures-Group II on the Gervais-Hayesville Unit Section of the Portland-Salem Expressway in Marion County was completed by the contractor, Hamilton & Thoms, on July 7, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $16,022.10 will be released to the contractor after acceptance by the State Highway Commission. The total contract amount is $166,116.10 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Seaboard Surety Co.
75 Maiden Lane
New York 38, N. Y.

NOTED ON CARD

RECEIVED
DEC 2 - 1954
FOR FILING

[illegible] ①
[illegible]

December 1, 1954

Hamilton & Thoms
Box 726
Eugene, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4307, which was awarded to you on October 28 by the State Highway Commission, covering four structures on the Gervais-Hayesville Unit of the Portland-Salem Expressway in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
NOV 1 1954
FOR FILING

[illegible]
[illegible]

October 29, 1954

Hamilton & Thoms
P. O. Box 726
Eugene, Oregon

Gentlemen:

The State Highway Commission on October 29, 1954 awarded to you State Highway Contract No. 4307 for construction of four structures on Gervais-Hayesville Unit, Group II on the Portland-Salem Expressway in Marion County.

This award was based on your bid of $178,280 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
G. S. Paxson

File ✓

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

RECEIVED
FOR FILING

FI-324(9)
4307

October 28, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our prior verbal concurrence as of this date in award of contract No. 4307 for Oregon Project BFI-324(9), Gervais-Hayesville Section (Structures), Portland-Salem Expressway, to Hamilton and Thoms of Eugene, Oregon, low bidder in the amount of $178,280.00 at the October 28, 1954 bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

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OCT 18 1954
FOR FILING

OREGON

Const
Fed Aid
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BFI-324

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

October 14, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The Oregon Highway Department October 8, 1954 request for program revision of Item 31, Project BFI-324(9), Bond Financed, Federal-aid Primary Highway Supplement No. 10, was approved by Acting Division Engineer F. E. Andrews, October 12, 1954. This letter will confirm our previous verbal notification in this matter.

One highway undercrossing structure was added (by this action) that was not originally planned. The program item as revised will include 12 highway grade separation structures and one twin highway-railroad overcrossing structure.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
OCT 15 1954
OREGON
STATE HIGHWAY COMMISSION

File

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OCT 1 [illegible] 1954
FOR FILING

OREGON DISTRICT Const
[illegible]
[illegible]
([illegible]-324(9))

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

October 13, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project HFI-324(9), Gervais-Hayesville Section (Structures) of the Portland-Salem Expressway.

This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
OCT 18 1954
OREGON
STATE HIGHWAY COMMISSION

301

4308 SEL: Contract 4076

IN-62 (5) Emigrant Hill Sec. of the 1954
Old Oregon Trail.
4308

RH Baldock
IN-62 [illegible]5)

a.

July 10th, 1956

Emigrant Hill ~~Section~~
Contract #4308

FINAL COST ANALYSIS
Paving
Rogers Construction Co., Contractor
John W. Walker, Resident Engineer

Old Oregon Trail Highway
Prefix 30-1041

NOTED
State Highway Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-0 Mat'l. in Leveling Course and Shoulders	63,770	Cu. Yd.	$1.25	$1.53	$ 97,591.44	$ 79,712.50
Sprinkling	4,424.75	M/Gal.	2.00	1.71	7,566.36	8,849.50
3/4"-0 Mat'l. in Binder Course	3,834	Cu. Yd.	2.70	1.99	7,641.08	10,351.80
MC-2 Asphalt in Binder Course	500.57	Ton	38.50	37.42	18,729.99	19,271.95
Class "B" Asphaltic Concrete	62,097.36	"	4.70	4.65	288,965.03	291,857.59
RS-1 Asphalt in Tack Coat	38.38	"	40.00	35.99	1,381.15	1,535.20
RS-1 Asphalt in Pavement Seal	170.19	"	40.00	38.38	6,532.08	6,807.60
Aggregate in Pavement Seal	400	Cu. Yd.	3.50	2.89	1,157.05	1,400.00
PA #1, ½"-¼" Crushed Rock	996	" "	5.50	1.87	1,865.77	5,478.00
PA #1, ¼"-#10 Crushed Rock	1,172	" "	5.50	1.87	2,195.46	6,446.00
PA #3, 121-150 Asphalt	162.39	Ton	45.00	33.64	5,463.39	7,307.55
PA #5, Purchase Excess 3/4"-0 Cr. Rock in Stockpile	11,673.8	Cu. Yd.	1.00	0.732	8,548.88	11,673.80
PA #5, Purchase Excess 3/4"-¼" Cr. Rock in Stockpile	2,682.8	" "	1.00	0.732	1,964.65	2,682.80
PA #5, Purchase Excess ¼"-0 Cr. Rock in Stockpile	2,964.0	" "	1.00	0.732	2,170.58	2,964.00
PA #5, Purchase Excess ¼"-#10 Cr. Rock in Stockpile	1,704.7	" "	1.50	0.732	1,248.38	2,557.05
PA #5, Purchase Excess ½"-¼" Cr. Rock in Stockpile	1,704.7	" "	1.50	0.732	1,248.38	2,557.05
PA #5, Purchase Excess RS-1 Asphalt	6.78	Ton	25.20	34.30	232.56	170.86
PA #5, Screen Rejects in Stockpile	405.8	Cu. Yd.	0.25	0.25	101.45	101.45
PA #6, Ad. for Increased Cost on Crushed Rock	140,737	" "	0.14388			20,249.24

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Force Account					$ 1,347.07	$ 1,749.05
					$455,950.75	$483,722.99

Gross Revenue	$483,722.99
Total Cost	455,950.75
Net Profit	$ 27,772.24

Net Profit Equals 5.74% of Gross Revenue

Breakdown of Crushing Cost

	Quantity	Total Cost	Unit Cost
Drill & Shoot	140,737 Cu. Yd.	$31,239.92	$0.22
Feed Crusher	" " "	8,611.32	0.06
Crushing	" " "	57,919.90	0.41
Stockpile	" " "	5,292.57	0.04
	140,737 Cu. Yd.	$103,063.71	$0.73

Detail of Cost

Labor:

Labor	$111,241.69	
Labor Insurance	6,679.44	
Health & Welfare	3,612.00	
		$121,533.13

Materials:

Posts	73	Each	at $	0.99	$ 72.27	
Stays	100	"	"	0.086	8.60	
Barbwire	2	Roll	"	9.00	18.00	
Cutting & Straightening Posts					10.00	
Freight on Posts					6.23	
MC-2 Asphalt	500.57	Ton	"	25.25	12,639.41	
86-100 Asphalt	3,792.51	"	"	22.50	85,332.60	
RS-1 Asphalt	215.35	"	"	25.20	5,426.82	
121-150 Asphalt	162.39	"	"	22.50	3,653.80	
Freight on Asphalt	4,670.82	"	"	9.10	42,504.46	
Fuel Oil	97,733.58	Gal.	"	0.08939	5,352.10	
						155,024.29

Equipment Rental & Misc. Supplies:

Equipment Rental Owned	$ 83,116.36	
" " Hired	20,141.65	
Gas, Oil & Grease	31,124.74	
Freight & Cartage	8,854.03	
Explosives	15,107.82	
Drill Steel	1,561.90	
P.U.C.	37.01	
P.L. & P.D. Insurance	719.57	
Bond	4,233.68	
Small Tools & Misc. Supplies	4,703.63	
Home Office & General Overhead	7,586.59	
Subcontract	2,206.35	
		179,393.33

Total Cost $455,950.75

Remarks:

This was a "Federal Aid Interstate Project" calling for the construction of 14.77 miles of stone leveling course and 14.77 miles of asphaltic concrete wearing surface. The project was bid and awarded October 29th, 1954. Work started January 25th, 1955 and was completed September 15th, 1955.

The contractor moved in four men January 25th and started stripping the quarry designated by the State located on the northerly side of the highway between approximate stations 645 and 670, using two D-8 cats and dozers. The drilling equipment moved in and started drilling January 30th, using one 3½" to 4" wagon drill, one 2" wagon drill and one 600 CFM compressor. The contractor bid this project with the thought in mind of blasting the quarry by copote method, but with the urgency of getting the road complete before bad weather set in, the contractor moved in before the grading contractor had completed the section where the quarry was located and used down holes instead of coyote holes, for which he was compensated. The crushing plant was moved in and set up and started crushing March 15th, the asphaltic concrete aggregate being crushed first, followed by the 3/4"-0 leveling material. The 3/4"-0 leveling material was stockpiled on the top of the cut with a tunnel in the bottom to which the material was dozed over and loaded into the hauling equipment. This operation worked very efficiently. The following equipment was used for hauling and placing of the 3/4"-0 leveling course: four 18-yard Euclid bottom dumps, three 15½-yard Euclid scraper units, two #12 blades, two 3-leg rollers, one 2,000- and one 4,000-gal. water trucks. Hired equipment consisted of four 18-yard Euclid dump trucks, four DW-21 scraper units, one 2½-yard shovel. This item shows a loss due to the low bid price and the long haul for heavy equipment.

The asphalt mixing plant, being jointly owned by Rogers and Babler, was moved in and set up at the quarry site and started producing paving material June 17th. The equipment used in this operation consisted of the following: one Barber-Greene finishing machine, one Blaw-Knox finishing machine which worked very well on straight paving but running tapers or connections, which the paver had to run over fresh mix, would tend to get stuck and would have to be pulled out by other equipment so was soon removed from the project, seven to fourteen hired 6-yard dump trucks, one 3-wheel tandem roller and two 2-wheel tandem rollers. At the east end two Barber-Greene finishing machines were used. The 62,097.36 tons of asphaltic concrete was produced in approximately 459 hours for an average of 135 tons per hour.

The contractor, showing a loss on the 3/4"-0 leveling course, was able to show a profit of 5.74% on the total contract after being compensated for drilling and blasting of the quarry, without which there would have been 1.62% profit.

R. D. Asburry
Chief Cost Analyst

By . . C. E. Layton

RECEIVED
APR 13 1956
FOR FILING

IN-62(1)

4301

ORGEON STATE HIGHWAY DEPARTMENT
(date)
April 11, 1956

(CONTRACT NO.)
1308

(EST. NO.)
0 9-Post Final

(CONTRACTOR)
Rogers Construction Co.

(VOUCHER NO.)
7002

(WARRANT NO.)
B-147897

(AMOUNT)
$ 20,807.33

(DATE)
4/11/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 15, 1955

Time Extensions: None

Completion Date: Sept. 15, 1955

Date Accepted: Nov. 3, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 4-12-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary
By Floyd Query
Ass't. Secretary

Warrant Mailed: [illegible] 2 1956
Ruth Rawlings

NOTED ON CARD

RECEIVED
APR 3 - 1956
FOR FILING

71-4615
4308

April 2, 1956

CERTIFIED MAIL

The Fidelity & Casualty Company
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

The State Highway Commission will release a post-final payment to Rogers Construction Co. in connection with contract No. 4308, for paving on the Emigrant Hill Section of the Old Oregon Trail in Umatilla County, as soon as warrant is received from the Secretary of State.

This post-final payment is in the amount of $20,807.33. The revised total contract amount is $483,722.99, of which amount $1,749.05 represents force account items.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
FEB 10 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
February 6, 1956

11 [illegible] (c)
4308

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4308	8-Final	Rogers Construction Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
1694	B-142320	$ 15,600.55	2/6/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 15, 1955

Time Extensions: None

Completion Date: Sept. 15, 1955

Date Accepted: Nov. 3, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-9-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed:
Ruth Rawlings

RECEIVED
JAN 26 1956
FOR FILING

[illegible] (5)
4308

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 25, 1956

SUBJECT: State Highway Contract 4308

To: Forrest Cooper

W. C. WILLIAMS

Attached herewith is a copy of a letter received from the Rogers Construction Company, claiming additional compensation for work performed on State Highway Contract No. 4308.

We are processing the final estimate for payment.

C H Maison
C. H. Maison

CHM:rh
Encl.
CC - W. C. Williams
C. W. Enfield
Carl Smith

RECEIVED
JAN 25 1956
OFFICE OF
STATE HIGHWAY ENGINEER

COPY

W. R. Rogers
Donald C. Rogers

ROGERS CONSTRUCTION CO.
General Road Contractors

Route 15 - Box 231
PORTLAND 16, OREGON

January 24, 1956.

Accounting Division,
Oregon State Highway Department,
Salem, Oregon

re: Contract #4308, Prefix 30-1041.
Emigrant Hill Section, Old Oregon Trail.

Gentlemen:

We are enclosing herewith signed final estimate for the above mentioned contract, and wish to advise that there will be either a post final estimate or additional compensation due on this contract under Articles 19.13 and 19.15 of the Standard Specifications.

Yours very truly,
Rogers Construction Co.,

By Chas. McInroe /s/

RECEIVED
DEC 2 1955
FOR FILING

[illegible]

[illegible]

December 27, 1955

CERTIFIED MAIL

The Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

State Highway Contract No. 4308 for paving on the Emigrant Hill Section of the Old Oregon Trail in Umatilla County was completed by the contractor, Rogers Construction Co., on September 15, 1955 and was formally accepted by the Highway Commission on November 3, 1955.

Final payment in the amount of $15,600.55 will be released to the contractor on or after January 6, 1956. The total contract amount is $462,915.66 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
OCT 13 1955
FOR FILING

[illegible]
4308

October 12, 1955

CERTIFIED MAIL

The Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Hogers Construction Co. in connection with contract No. 4308, for paving on the Emigrant Hill Section of the Old Oregon Trail in Umatilla County. This payment, in the amount of $41,839.45, will be released to the contractor on or after October 22, 1955. The retained percentage is in the amount of $13,834.49.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pallett,Fisher & Carlo,Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD
gl

RECEIVED
SEP 30 1955
FOR FILING

September 26, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 15, 1955, on Contract No. 4308, Emigrant Hill Section in Umatilla County, in connection with Federal Aid Project No. I-62(5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Asst. State Highway Engineer

cc: John Cattrall

DBF:eh

I 11-62([illegible])

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 9, 1955

Section Emigrant Hill

Kind of work Paving

Highway Old Oregon Trail

Section prefix 39-1041

Contractor Rogers Construction Co.

Contract number 4308

Date of contract Oct. 28, 1954

Date of completion Sept. 15, 1955

Date work started Jan. 25, 1955

Estimated date of completion Sept. 15, 1955

Per cent of time elapsed 97.8%

Project authorization $472,929.38

Exclusive of Engineering $453,232.18

Estimated cost of completed project, exclusive of engineering $453,232.18

Per cent of contract completed, based on total contract price 99.9%

Engineering authorization $34,697.20

Engineering cost to date $15,000.00, 43.2%

Date project was completed ...., 19....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor completed the main portion of the contract the early part of this week with 3 men on cleanup. All that remains to be done is to re-establish the fences at the quarry site which were taken down during the crushing operations. The project was opened to traffic at 8:00 A.M. on friday of this week and was closely observed for the remainder of the day. Everything appeared to be operating smoothly. State sign and striping crews worked all week on the project. There still remains quite a few sight posts to paint and scotch lite. All curves where Guard Rail is to be installed were identified with sight posts and placed by maintenance forces.

NOTED
H. G. SMITH

NOTED
FORREST COOPER

NOTED
W. T. WRIGHT

RECEIVED
SEP 13 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed

Address Pendleton Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77000

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		14.77			14.77
Miles partially completed		14.77			14.77
Miles completed		14.77			14.77
Total estimated quantities		64,000 CY			62,000 Tons
Estimated quantities moved or placed to date		64,000 CY			62,000 Tons
Average daily quantities		—			—
Average daily quantities necessary to complete project on time		—			—
Number shifts per day		—			—
Hours per shift					
Average force on project for week		3			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Warm		
Tuesday	Warm		
Wednesday	Warm		
Thursday	Warm		
Friday	Warm		
Saturday			

RECEIVED
SEP 1 - 1955
FOR FILING

IN - [illegible]

4 [illegible]

Salem, Oregon
August 31, 1955

Mr. R. H. Baldock

Our present plans are to open the Emigrant Hill Section of US30 at 8:00 a.m., Friday, September 9. Status of the project is as follows:

1. Pavement is finished.
2. Seal coat will be completed today.
3. Striping will start Tuesday, September 6, and be completed Wednesday, September 7.
4. All sight posts and signs will be in place by Thursday night, September 8.
5. Guard fence is not completed and will not be for some time, but temporary sight posts are being erected at all guard fence locations, with the posts to be removed as the guard fence is constructed.

The above, of course, is dependent upon weather permitting striping of the roadway September 6 and 7. If you so wish, I believe that you would be safe in making a press release as to the September 9 opening date.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

WCW:me

RECEIVED
MAR 15 1955
FOR FILING

FORM 230—50M—4-54—74300

IN-62(5)

4308

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 10, 1955

SUBJECT:

To: Mr. W. W. Stiffler
Ass't. State Highway Engineer
Office

Dear Sir:

With reference to the attached letter from A. F. Parson, Division Engineer, stating that Mr. Rogers has quoted a price of $0.90 per cubic yard for a price agreement to change the size of the crushed material from ½"-#10 mesh to 3/8"-#10 mesh, which is in addition to the bid price of $1.50 per cubic yard, or a total of $2.40 per cubic yard on the Emigrant Hill Section, Contract No. 4308. There were 12 bidders on this project, the average bid price for the ½"-#10 mesh being $1.95 per cubic yard.

It is evident that the contractor expected to screen the ½"-#10 mesh from the crushed materials being produced for the paving and 3/4"-0" leveling course.

At the bid price of $1.50 per cubic yard it seems reasonable to assume that the contractor did not anticipate a profit of more than $0.10 per cubic yard for ½"-#10 mesh. Therefore, the crushing cost would be $1.40 per cubic yard as follows:

Move in and set up crusher	$0.25	per cubic yard
Feeding crusher	0.30	" " "
Crushing and screening	0.65	" " "
Haul to stockpile	0.20	" " "
Total	$1.40	

The additional cost to crush the material using 3/8"-#10 mesh should be approximately 35% of $1.40 or $0.49 which added to $1.40 equals $1.89 per cubic yard. Adding 15% for profit which equals $0.28, the total cost per cubic yard would be $2.17 or $0.67 more than the bid price of $1.50, or say $0.70 per cubic yard which seems reasonable for a price agreement.

NOTED
W. W. STIFFLER file

Mr. W. W. Stiffler
Page 2
March 10, 1955

The average bid per cubic yard based on contracts awarded for ½"-#10 mesh crushed rock in 1954 was $2.18 per cubic yard, and for ¼"-#10 mesh crushed rock in 1954 was $2.49 per cubic yard. We recommend a price agreement of not to exceed $0.75 per cubic yard.

Very truly yours,

Oscar Cutler

Oscar Cutler
Chief Cost Analyst

OC:of

Attachment

cc to: H. G. Smith
E. A. Collier

RECEIVED
MAR 11 1955
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X 37½ 3-54 73730

REFERRED TO
Oscar Cutler
By W. W. STIFFLER
for analysis as to Price.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
March 3, 1955
SUBJECT:

To:

Mr. E. A. Collier
Maintenance Engineer
Salem, Oregon

NOTED
OSCAR CUTLER

Dear Mr. Collier:

Further reference is made to the recrushing of the sanding material at Meacham. See our letter of February 23.

Herewith copy of a letter from Mr. Smitton regarding a conversation with Mr. Thomas, Superintendent of the Greyhound Lines and also conversation with Consolidated Freightways.

We are enclosing herewith rocks taken from punctured tires. These rocks were the actual ones that caused the flats. You will note that with the exception of two of them they are all smaller than ½", this is out of the collection of ten rocks.

Actually we have received two first hand complaints. The one which Edward Case, from Nyssa, wrote on January 14 to your office and one in which an unknown truck driver complained to Mr. Reynolds. I am wondering whether anything is going to be accomplished by recrushing this material. I am of the same opinion as I was when I wrote the letter to you on January 24. Personnally I have made a great many trips over the mountain this winter and I have had no flats. Mr. Hedrick, our foreman at Meacham, who drives back and forth in a pickup every day reports that he has had very few flats.

It would probably cost us probably $6,000 to $7,500 to recrush the 6,000 yards of material left at Meacham. On the basis of the rock collected we would apparently have as much grief as we are having now.

We have also contacted Mr. Rogers, contractor on the Emigrant Hill Paving Job who advises that he wants $0.90 a yard to change the sanding material from ½" down to 3/8". Since he is crushing 10,000 yards this change would involve $9,000. From the very few complaints we could very easily afford to buy new tires for this $15,000 or so, and it is questionable that ~~it~~ recrushing would solve the problem.

As soon as the present 6,000 yards is used up we will try to find other materials. Inasmuch as Mr. Rogers is about ready to start crushing, it is desirable to know whether or not we should go into an agreement with him for $9,000 to crush this material down to 3/8" in the near future. Please advise.

Very truly yours,

A. F. Parson

AFP:gb

cc - H. G. Smith

RECEIVED
FEB 2 1955
FOR FILING

IN-62(5)
4308

January 31, 1955

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on January 25, 1955 on Contract No. 4308, Emigrant Hill Section, in Umatilla County, in connection with Federal Aid Project No. IN-62 (5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:bb

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FOR FILING
IN-[illegible]
[illegible]

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 17th, 1955

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

Dear Sir:

Mr. Rogers advised that he is moving in this week to the Emigrant Hill quarry with the understanding that he will be paid for the additional cost of down holes over coyote holes, which he estimates in the neighborhood of $0.10 per yard or about $12,000. He is of the opinion that if he would wait until O'Neil finishes his work in that vicinity the paving could not be completed this fall.

Very truly yours,

HGSmith
H. G. Smith
Construction Engineer

HGS:AR

RECEIVED
DEC 2 - 1954
FOR FILING

December 1, 1954

Rogers Construction Co.
11760 N. E. Glisan St.
Portland 16, Oregon

Gentlemen:

We enclose herewith for your files two fully executed copies of contracts awarded to you by the State Highway Commission on October 28, 1954, as follows:

Contract No. 4308, for paving on the Emigrant Hill Section of the Old Oregon Trail in Umatilla County.

Contract No. 4311, for paving on the Glenwood-North Plains Section of the Wilson River Highway in Washington County.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
NOV 1 1954
FOR FILING

October 29, 1954

Rogers Construction Company
11760 N. E. Glisan Street
Portland, Oregon

Gentlemen:

The State Highway Commission on October 28, 1954 awarded to you State Highway Contract No. 4308 for paving, and furnishing crushed material in stockpile on the Emigrant Hill Section of the Old Oregon Trail east of Pendleton in Umatilla County.

This award was based on your bid of $452,215 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
[illegible]

File ✓

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

RECEIVED
FOR FILING

IN-62(5)

[illegible]

October 28, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our prior verbal concurrence as of this date in award of contract for Oregon Project IN-62(5), Emigrant Hill Section of The Old Oregon Trail Highway to Rogers Construction Company of Portland, Oregon, low bidder in the amount of $432,215.00 at the October 28, 1954 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

File

RECEIVED
FOR FILING

Const
Fed Aid
[illegible]
(IN-62(5))

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

October 13, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project IN-62(5), Emigrant Hill Section (Paving), of the Old Oregon Trail Highway.

This is to authorize your advertising for bids.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
OCT 18 1954
OREGON
STATE HIGHWAY COMMISSION

33-1041 Big Eddy-Dillon Guard Rail 1954
Project on the Col. River
4309 Hwy.

R.H. Baldock

RECEIVED
JUN 21 1955
FOR FILING

33-1041

June 17th, 1955

FINAL COST ANALYSIS
Guard Rail
Hutton-Kalkhoven, Contractor
A. V. Benedict, Resident Engineer

Big Eddy-Dillon Section
Contract #4309

Columbia River Highway
Prefix 33-1041

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Metal Guard Rail	16,773	Lin. Ft.	$2.08	$1.865	$31,289.36	$34,887.84

Gross Revenue	$34,887.84
Total Cost	31,289.36
Net Profit	$ 3,598.48

Net Profit Equals 10.3% of Gross Revenue

Detail of Cost

Labor:			
Labor & Supervision		$ 4,524.48	
Labor Insurance		361.96	
			$ 4,886.44
Materials:			
Metal Guard Rail	16,762.5 Lin. Ft. at $1.23	$20,617.87	
End Wings	32 Each " 3.00	96.00	
			20,731.87
Equipment Rental & Misc. Supplies:			
Equipment Rental, Owned		$ 843.84	
" " , Hired		2,056.04	
Gas, Oil & Grease		108.73	
Bond		616.59	
P.L. & P.D. Insurance		56.55	
Home Office & General Overhead		330.00	
			4,011.75
			$29,612.06
Subcontract Painting Guard Rail at $0.10			1,677.30
Total Cost			$31,289.36

Remarks:

This was a "State Project" calling for the construction of 16,773 lineal feet of guard rail. The contract was bid and awarded October 28th, 1954. Work started December 6th, 1954 and was completed April 27th, 1955.

The contractor moved in his equipment, which consisted of a power auger mounted on a Ford tractor and a driver mounted on a flatbed truck, and with six men started digging holes and setting posts December 6th, 1954. The driver, which at first worked unsatisfactorily, after a few minor changes worked very efficiently. The guard rail was completed as far as installation January 26th, 1954, but due to wet weather the painting was postponed until spring. The painting, which was subcontracted to Tom Dewey at $0.10 per foot, was started April 11th, 1955 and was completed after a few delays of bad weather April 27th, 1955.

With a fair bid price and personal supervision of the work, the contractor realized a fair profit.

Oscar Cutler
Chief Cost Analyst

By . . C. E. Layton

33-1441
[illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
May 26, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4309	4-Final	Hutton-Kalkhoven	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
10267	E-12[illegible]384	$ 1,0[illegible]	5/26/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

R. H. Rawlings
ACCOUNTING DIVISION

Specified completion Date: **Jan. 31, 1955**

Time Extensions: **to May 31, 1955 without penalty**

Completion Date: **April 27, 1955**

Date Accepted: **May 25, 1955**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **6-1-55**

To the Accounting Division:

Release of the above warrant is hereby authorized

HBGlaisyer
H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed:

Ruth Rawlings

B

RECEIVED
MAY 18 1955
FOR FILING

33-1041
4 [illegible]

May 18, 1955

REGISTERED MAIL

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, California

Gentlemen:

State Highway Contract No. 4309 for constructing guard rail on the Big Eddy-Dillon Section of the Columbia River Highway in Wasco County was completed by the contractor, Hutton-Kalkhoven, on April 27, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $1,046.64 will be released to the contractor after acceptance by the Commission. The total contract amount is $34,887.84 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

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FOR FILING

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[illegible]

May 10, 1955

REGISTERED MAIL

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Hutton-Kalkhoven on contract No. 4309, covering guard rail construction on the Big Eddy-Dillon Section of the Columbia River Highway in Wasco County.

This payment, in the amount of $3,514.80, will be released to the contractor on or after May 20, 1955. The retained percentage is $1,046.64.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett,Barton,Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

TED ON CARD

4309

Form E-1—1M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 30, 1955

Section Big Eddy - Dillon

Kind of work Guard Rail

Highway Columbia River

Section prefix 33-1041

Contractor Hutton-Kalkhoven

Contract number 4309

Date of contract Oct. 28, 1954

Date of completion Jan. 31, 1955

Date work started Dec. 6, 1954

Estimated date of completion

Project authorization . . . . $ 47,750.00

Exclusive of Engineering . . . . $ 39,710.00

Per cent of time elapsed 195 %

Estimated cost of completed project, exclusive of engineering . . . . $ 35,446.84

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering authorization . . . . $ 3,040.00

Engineering cost to date $ 2,500, 82 %

Date project was completed April 27, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed painting guard rail Wednesday.

Semi-final estimate for this contract was ~~sent~~ mailed to the Division office Thursday.

FINAL REPORT

NOTED
H. G. SMITH

NOTED
OSCAR CUTLER

NOTED
W. T. WRIGHT

NOTED
FORREST COOPER

RECEIVED
MAY 2 1955
OFFICE OF
CONST[illegible]

Signed A. V. Benedict

Address P.O. Box 420, The Dalles.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities	16,773 lin.ft.				
Estimated quantities moved or placed to date	16,773				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	2				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	High winds		
Tuesday	Showers		
Wednesday	Cloudy		
Thursday	Cloudy		
Friday	Fair		
Saturday	Fair		

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MAR 9 1955
FOR FILING

8

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
Secretary

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
State Highway Engineer
W. C. WILLIAMS
1st Asst. State Hwy. Engr.
W. W. STIFFLER
2nd Asst. State Hwy. Engr.
C. W. ENFIELD
Chief Counsel

33-10-41
4309

March 8, 1955

Hutton-Kalkhoven
10707 Sacramento St.
Portland 20, Oregon

Gentlemen:

The State Highway Commission at its meeting held on March 2 had under discussion your request for an extension of time, from January 31 to May 31, 1955, within which to complete your contract No. 4309 for constructing guard rail on the Big Eddy-Dillon Section of the Columbia River Highway in Wasco County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Wm. E. Chandler,
Division Engineer

A. V. Benedict,
Resident Engineer

H. G. Smith,
Construction Engineer

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FEB 21 1955
FOR FILING

33 - 1041
1

9

February 18, 1955

Request for extension of time
No. 9
March 2 and 3 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Hutton-Kalkhoven for an extension of time on the Big Eddy-Dillon Section guard rail, Contract No. 4309, from January 31, 1955 to May 31, 1955. All work on this contract has been completed with the exception of painting, and because of low temperatures and rainy weather the contractor has been ordered by the engineer not to attempt to paint until a later date.

I recommend the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

cc Mr. H. G. Smith

EAP

hi

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DEC 2 - 1954
FOR FILING

3-11-11
4309

December 1, 1954

Hutton-Kalkhoven
10707 Sacramento St.
Portland 20, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4309, which was awarded to you on October 28 by the State Highway Commission, for guard rail construction on the Big Eddy-Dillon Section of the Columbia River Highway in Wasco County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
NOV 1 1954
FOR FILING

[illegible]
[illegible]

October 29, 1954

Hutton-Kalkhoven Company
10707 N. E. Sacramento Street
Portland 20, Oregon

Gentlemen:

The State Highway Commission on October 28, 1954 awarded to you State Highway Contract No. 4509 for Big Eddy-Dillon Guard Rail Project on the Columbia River Highway about five miles east of The Dalles in Wasco County.

This award was based on your bid of $37,440 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
G. S. Paxson

33-1042 Big Eddy-Rufus Fencing Project 1954
on the Col. River Hwy.
4310

RECEIVED
JUL [illegible] 1955
FOR FILING
33 1042

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 5, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4310	4-Final	A. C. Bubak

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
13000	R-126040	$ 862.87	7/1/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: March 31, 1955

Time Extensions: to May 1, 1955 without penalty

Completion Date: April 28, 1955

Date Accepted: May 25, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 7-5-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:
Ruth Rawlings

RECEIVED
JUN 24 1955
FOR FILING

23-1042
4310

June 24, 1955

CERTIFIED MAIL

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

State Highway Contract No. 4310 for fencing on the Big Eddy-Rufus Section of the Columbia River Highway in Wasco and Sherman Counties was completed by the contractor, A. C. Bubak, on April 28 and was formally accepted by the Highway Commission on May 25, 1955.

Final payment in the amount of $862.87 will be released to the contractor on or after July 5, 1955. The total contract amount is $9,299.83 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond funrished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Durham & Bates
901 S. W. Washington
Portland, Oregon

NOTED ON CARD
gl

FORM E-120 50M REVISED

RECEIVED
JUN 7 1955
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

June 6, 1955

Mr. A. C. Hubak
1490 George St.
Woodburn, Oregon

Dear Sir:

The State Highway Commission at its meeting on May 25 had under discussion your request for an extension of time, from March 31 to May 1, 1955, within which to complete your contract No. 4310, for fencing on the Big Eddy-Rufus Section of the Columbia River Highway in Wasco and Sherman Counties.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Wm. E. Chandler,
Division Engineer

L. V. Benedict,
Resident Engineer

H. O. Smith,
Construction Engineer

33-1042
4310
Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 30, 1955

Section Big Eddy - Rufus

Kind of work Right of Way Fence

Highway Columbia River

Section prefix 33-1042

Contractor A.C. Bubak

Contract number 4310

Date of contract Oct. 28, 1954

Date of completion March 31, 1955

Date work started Nov. 29, 1954

Estimated date of completion

Project authorization $ 11,798.60

Exclusive of Engineering $

Per cent of time elapsed 119 %

Estimated cost of completed project, exclusive of engineering $ 9,299.83

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 839.01

Engineering cost to date $ 918, 109 %

Date project was completed 4 - 28, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor returned Thursday and set his two remaining gates. Strung wire to connect them with fence at the toe of fills.

The semi-final estimate for this contract was mailed to the Division office Saturday.

FINAL REPORT.

NOTED
H. G. SMITH

NOTED
OSCAR CUTLER

NOTED
W. T. WRIGHT

NOTED
FORREST COOPER

RECEIVED
MAY 2 1955
OFFICE OF
CONST

Signed A.V. Benedict

Address P.O. Box 420, The Dalles.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

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45.[illegible]

April 27, 1955

Request for extension of time
No. 3
May 25 and 26 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from A. C. Dubak for an extension of time on the Big Eddy-Rufus Fencing Project on the Columbia River Highway, Contract No. 4310, from March 31, 1955 to May 1, 1955.

The grading in this area is being contracted under the jurisdiction of the Corps of Engineers and our fencing contractor has been obligated to coordinate his work with the grading work. The grading contractor has not completed his work, and our contractor has therefore been delayed through no fault of his own. I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith

EAP lg

RECEIVED
NOV 30 1954
FOR FILING

November 29, 1954

Mr. A. C. Bubak
1490 George St.
Woodburn, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4310, which was awarded to you on October 28, 1954 by the State Highway Commission, for fencing on the [illegible]dey-Rufus Section of the Columbia River Highway in Wasco and Sherman Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

Recorded

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33-[illegible]
4 1

October 29, 1954

Mr. A. C. Bubak
1490 George Street
Woodburn, Oregon

Dear Sir:

The State Highway Commission on October 28, 1954 awarded to you State Highway Contract No. 4310 for Big Eddy-Rufus Fencing Project on the Columbia River Highway in Wasco and Sherman Counties.

This award was based on your bid of $10,467.64 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

BF-313(1) Glenwood-North Plains Sec., 1954
Wilson River Hwy.
#4311

Contract No 4311

Monthly transaction number [illegible]	Fo[illegible] 2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	Oregon
Project report number	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Washington
		Project number EF-313(1)

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1957
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EF-33() The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 20, 19 55, is hereby modified as follows: 4311

Revised estimated total cost of project $ 1,749,116.40

Revised Federal funds $ 959,547.00

Other revisions - None.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 11 day of December, 19 57.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By Chas H Reynolds
Chairman, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By CG Polk C. G. POLK
Division Engineer

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

USComm-DC 11170

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DEC 1? 1957
FOR FILING

W.C. W. ...ams

FINAL COST ANALYSIS
Glenwood-North Plains
Paving
Contractor-Rogers Construction Co.
Res. Engr.-William E. Maltby

December 3, 1957
Wilson River Highway
Prefix 34-1084
Project #BF-313 (1)

Contract #4311

4211

W. C. WILLIAMS

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*Clearing ~~and Grubbing~~	All	----	500.00	----	232.15	500.00
*Embankment in Place	15,107	C.Y.	.30	.305	4,152.83	4,532.10
*18" Concrete Pipe	171	Lin.Ft.	4.00	3.14	536.59	684.00
*24" Concrete Pipe	6	Lin.Ft.	6.00	4.93	29.61	36.00
*Metal Guard Rail	10,884.5	Lin.Ft.	2.00	1.50	16,284.62	21,769.00
*2½"-0 Gravel in Base	122,109	C.Y.	1.20	1.17	14,384.69	146,530.80
*3/4"-0 Gravel in Base	278	C.Y.	1.25	1.21	335.40	347.50
*Sprinkling	2,163	M/Gal.	1.00	1.00	2,169.58	2,163.00
**RC-3 Asph. in Binder Cse.	274.05	Ton	36.00	34.25	9,384.15	9,865.80
**Furn. & Placing RS-1 Asphalt	66.41	Ton	36.00	34.30	2,278.09	2,390.76
*PA#2 2½"-0 Gravel in Base	64,413	C.Y.	1.52	1.50	96,837.75	97,907.76
*PA#2 3/4"-0 Grav.in Bse.,Shldrs.	17,141	C.Y.	1.57	1.56	26,559.75	26,911.37
* **PA#2 3/4"-0 in Binder Cse.	2,690	C.Y.	2.72	2.45	6,584.10	7,316.80
**PA#2 Class "B" Asph. Conc.	43,649.37	Ton	4.95	4.62	201,911.62	216,064.38
**PA#4 Non Strip Addtv. in A.C.	8,878.5	Ton	.46	.43	3,817.75	4,084.11
*PA#5 Furn.& Install 8" Asph. Coated Metal Drain Pipe	69	Lin.Ft.	3.00	1.97	135.87	207.00
*PA#5 Furn.& Ins. 12" Conc. Pipe	54	Lin.Ft.	3.10	2.10	113.49	167.40
*PA#6 ½"-0 Grav. in Bse.,Shldrs.	5,046	C.Y.	1.57	1.48	7,493.20	7,922.22
*PA#8 Addl. for Wash. 2½"-0 Bse. Rk.	64,413	C.Y.	.55	.48	30,852.96	35,427.15
*PA#8 Addl. for Wash. 3/4"-0 Base Rock & Shoulder	17,141	C.Y.	.55	.48	8,288.71	9,427.55
*PA#8 Addl. for Wash. 3/4"-0 Gravel in Binder	2,690	C.Y.	.55	.48	1,300.78	1,479.50
*PA#8 Addl. for Wash. A.C. Agg.	43,649.37	Ton	.41	.36	15,853.05	17,896.24
*PA#8 Addl. for Wash. ½"-0 Grav. in Level Course	5,046	C.Y.	.55	.48	2,440.05	2,775.30
*PA#9 ½"-0 Grav. in Bse.,Shldrs.	2,688	C.Y.	1.57	1.47	3,947.35	4,220.16

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*PA#10 Extra Haul on Rock Surfacing	46,569	Yd.Mi.	.08	.077	3,586.13	3,725.52
*Force Account					67,961.75	72,300.60
					$656,954.37	$696,652.02

	Gross Revenue	Total Cost	Profit	% Profit
* Rogers Construction Co.	501,947.87	469,343.61	32,604.26	6.5%
** Babler Brothers	194,704.15	187,610.76	7,093.39	3.6%
	$696,652.02	$656,954.37	$39,697.65	5.7%

Net profit equals 5.7% of Gross Revenue.

DETAIL OF COSTS
Rogers Constr. Co.

LABOR			
Supervision		12,500.00	
Labor		$183,185.66	
Labor Insurance		12,621.32	
Health & Welfare		6,423.91	
			$214,730.89
MATERIALS			
12" Concrete Culv. Pipe	54 at 1.14	61.56	
18" Concrete Culv. Pipe	171 at 2.31	395.01	
24" Concrete Culv. Pipe	6 at 3.45	20.70	
8" Corr. Metal Drain Pipe & Bands	69 at 1.24	85.41	
Metal Guard Rail inc. Posts		14,706.95	
Muck Sand Pur. from Portland		6,429.00	
			$ 21,698.63
EQUIPMENT RENTAL & MISC. SUPPLIES			
Equipment Rentals Owned		167,640.12	
Equipment Rentals Hired		1,727.50	
Gas, Oil and Grease		29,386.81	
Bond		3,010.04	
PL & PD Insurance		2,684.14	
Move in Freight & Cartage		2,031.50	
Small Tools & Misc. Supplies		4,850.25	
Home Office & General Overhead		15,355.40	
Electric Power		6,228.33	
			$232,914.09
			$469,343.61

DETAIL OF COSTS
Babler Bros.

LABOR				
Supervision		$ 1,816.00		
Labor		33,444.26		
Labor Insurance		2,436.35		
Health & Welfare		1,151.12		
			$38,847.73	
MATERIALS				
RC-3 Asphalt	274.05 Ton at 25.75	7,056.79		
RS-1 Asphalt	66.41 Ton at 25.00	1,660.25		
85-100 Asph. in Mix.	2,673.05 Ton at 22.50	60,143.63		
Freight on Asphalt	3,013.51 Ton at 2.40	7,232.42		
Additive in Asphalt		3,817.75		
			$79,910.84	
EQUIPMENT RENTALS & MISC. SUPPLIES				
Equipment Rental Owned		25,044.00		
Equipment Rental Hired		13,946.77		
Gas, Oil and Grease		8,643.69		
Heating Oil		9,443.23		
Bond		1,048.96		
Move in Freight & Cartage		1,794.45		
Small Tools & Misc. Supplies		2,651.19		
PL & PD Insurance		430.55		
Home Office & General Overhead		5,849.35		
			$68,852.19	
				$187,610.76

DETAIL OF COST
Rogers & Babler Bros.

LABOR

Supervision	14,316.00	
Labor Insurance	15,057.67	
Labor	216,629.92	
Health & Welfare	7,575.03	
		$253,578.62

MATERIALS

18" Concrete Culv. Pipe	171 at 2.31		395.01	
24" Concrete Culv. Pipe	6 at 3.45		20.70	
12" Concrete Culv. Pipe	54 at 1.14		61.56	
8" Metal Drain Pipe & Bands	69 at 1.24		85.41	
Metal Guard Rail inc. Posts			14,706.95	
Muck Sand Purch. from Portland			6,429.00	
RC-3 Asphalt	274.05 Ton at	25.75	7,056.79	
RS-1 Asphalt	66.41 at	25.00	1,660.25	
85-100 Asphalt in Mix.	2,673.05 at	22.50	60,143.63	
Freight on Asphalt			7,232.42	
Additive in AC Mix.			3,817.75	
				$101,609.47

EQUIPMENT RENTALS & MISC. SUPPLIES

Equipment Rentals Owned	192,684.12
Equipment Rentals Hired	15,674.27
Gas, Oil & Grease	38,030.50
Bond	4,059.00
PL & PD Insurance	3,114.69
Move in, Freight & Cartage	3,825.95
Electricity	6,228.33
Small Tools & Misc. Supplies	7,501.44

Home Office and General Overhead	21,204.75		
Heating Oil	9,443.23		
		$301,766.28	
			$656,954.37

GLENWOOD-N. PLAINS
Contract #4311

REMARKS:

This was a Federal Aid Bond Project calling for surfacing which required approximately 251,000 c.y. of gravel, and paving of [illegible].76 miles of highway roadway on the Glenwood-North Plains Section of the Wilson River Highway in Washington County.

The contract was bid and awarded October 28, 1954. Work started November 24, 1954, and the project was completed May 31, 1957.

The contractor moved in 1 D-8 cat and dozer and a crew of [illegible] men on November 24, 1954, and started the clearing, which consisted of small brush and 147 Filbert trees; this operation was completed in two days.

The contractor moved in and set up his crushing plant at the State controlled gravel deposit located on the southerly side of and adjacent to the New Wilson River Highway, between Stations 2230 and 2247, on August 12, 1955. He started crushing base rock on August 29. The first two to three days of crushing very little was accomplished due to gradation and repairs. In September the contractor started crushing gravel on a two 10-hour shift basis, five days per week. Very good progress was made on the crushing, averaging well over 200 c.y. per hour. The two 10-hour shifts lasted only one week then they worked two 8-hour shifts until the gravel was depleted at this site on October 28, 1955. Approximately 50% of the material was obtained from this site. The state started exploration work on a new gravel site known as the Dugdale site, from February 14 until May 18, 1956.

After the gravel was depleted the contractor moved his crushing plant to Eastern Oregon where he had a contract which required a large amount of crushed rock and stayed until this material was all crushed.

The State and the contractor entered into a price agreement that the contractor furnish the material source known as the Dugdale Pit without cost to the State, with the provision that the contractor receive an adjustment of .32 per c.y. to compensate moving the crush plant out and in.

The clearing and stripping of this gravel pit was done on force account; also the State provided traffic signals and flagmen during the construction period at the crossing of the haul road with the Wilson River Highway. Payment for moving of the contractor's transformers to the new plant set up was made by the State as a Force Account item.

The equipment used on the clearing and the stripping of the gravel pit consisted of two D-8 cats and dozers and two S-12 Euclid Scraper Units.

The contractor moved in and set up his crushing plant at the Dugdale Pit on July 18, 1956, and crushing started on August 3, 1956. The production was low due to washing the material and the fine material plugging the $\frac{1}{4}$-0 screens. The contractor then installed a sand clarifier to take out more of the silt and return the washed fine material to the finished product. The production increased from 60 c.y. per hour to approximately 100 c.y. per hour. The contractor worked two 10-hour shifts 5 days per week. Approximately 126,978 c.y. of gravel was crushed at this site for this contract in

REMARKS, CONT.

1498 hours for an average of 85 c.y. per hour.

The contractor crushed only 2½"-0 from the State controlled pit between Stations 2230 and 2247, and crushed a total of 122,109 c.y. in 710 hours for an average of approximately 172 c.y. per hour. This material did not require washing. Equipment used on the crushing included a portable 4 crusher plant, 1-2½ c.y. shovel, 2-12 c.y. Euclid trucks, 3-D-8 cats and dozers, 1-D-6 cat and dozer. Equipment used for hauling the crushed material on the road consisted of six 20 c.y. Euclid Bottom dump trucks, two 19 c.y. trains, and on the roadway, two blades and two rollers were used.

The contractor had additional expense on the washing of the gravel, but it was not primarily the cost of the washing but the loss of production that added the additional expense, which was compensated for by additional revenue.

Babler Brothers, Oiling and Paving contractors, agreed to do the oiling and paving at bid prices, and moved in and set up their paving plant at the stockpile site located at the Dugdale Pit Stockpile. Paving was started on October 6, 1956, hauling with an average of 12 hired trucks, two Barber Greene Pavers, and two rollers. The paving progressed satisfactorily until the heavy rains closed down the paving for the winter, but not until the base course had been laid on the entire section,which was November 16, 1956.

The paving operation started again on April 22, 1957. Hauling with an average of 9 trucks, 2 Barber Greene Pavers and 2 rollers on the street, progress was good, placing approximately 1100 tons per day.

The contractor had low bid prices, but good equipment, and supervision and by the time the contractor was reimbursed for move in and out, purchase of new gravel pit, force account for stripping pit, and extra for washing the material, a fair profit was realized.

M. N. Juve
Chief Cost Analyst

By

George Kayser

RECEIVED
NOV 8 1957
FOR FILING

F 313

4-11

November 6, 1957

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are sending under separate cover three copies of final voucher No. HF-313(1), Glenwood-North Plains Section in the amount of $959,547.00.

This voucher shows the final cost and federal funds requested for the project exceeding the set up of funds in the project agreement, and accordingly, it is requested the agreement be modified to conform with the revised amount.

In accordance with G.A.M. 339 this is a first submission final for audit of our records and not for the purpose of requesting payment.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

JWN:cr

RECEIVED
OCT 8 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 3, 1957

FF-51501

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4311	17 final	Rogers construction Company	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
22687	H193896	$22,740.42	10-3-57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion Date: Nov. 30, 1955

Time Extensions: May 22, 1957

Completion Date: May 22, 1957

Date Accepted: Sept. 12, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Oct. 4, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: OCT - 4 1957

NOTED ON CARD
em

RECEIVED
SEP 20 1957
FOR FILING
[illegible]
4311

Sept. 20, 1957

CERTIFIED MAIL

The Fidelity & Casualty Co. of New York
San Francisco Branch Office
160 Pine St.
San Francisco 11, Calif.

Attention: Sheridan J. McCarthy

Gentlemen:

State Highway Contract No. 4311 for paving on the Glenwood-North Plains Section of the Wilson River Highway in Washington County was completed by the contractor, Rogers Construction Company, on May 22, 1957, and was formally accepted by the Highway Commission on Sept. 12, 1957.

Final payment in the amount of $22,710.42 will be released to the contractor on or after Sept. 30, 1957. The total contract amount is $696,652.02, of which amount $72,300.60 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em
cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD
em

RECEIVED
AUG 12 1957
FOR FILING

P.E.-313(1)

4311

August 12, 1957

Rogers Construction Co.
11760 N. E. Glisan St.
Portland 16, Oregon

Gentlemen:

The State Highway Commission at is meeting held on August 8 had under discussion your request for an extension of time from Nov. 30, 1955 to July 31, 1957 within which to complete your Contract No. 4311, for paving on the Glenwood-North Plains Section of the Wilson River Highway in Washington County.

The Highway Commission granted an extension of time to May 22, 1957, the actual completion date of the project. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

en

cc: Tom Edwards
A. G. Skelton
William E. Maltby

RECEIVED
JUL 16 1957
FOR FILING

July 15, 1957

Oregon State Highway Commission

Request for extension of time
No. 2
August 8 and 9 meeting

Gentlemen:

Herewith is a request from Rogers Construction Company for an extension of time on the Glenwood-North Plains Section, Contract No. 4311, from November 30, 1955 to July 31, 1957.

Two major items contributed to the overrun in time on this contract; the first being extreme saturation of the ground which materially delayed the completion of the grading contract and held up the starting of this contract. The second reason was the failure of the State specified material source to produce sufficient material for the completion of the project. It was necessary for the State to locate and acquire an additional source which took nearly six months. These delays were not the fault of the contractor.

This project was actually completed on May 22, 1957, and I recommend the extension, to and including that date, without penalty. Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

This is not a liquidated damage contract.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. Tom Edwards

(Construction) fn

RECEIVED
JUN 28 1957

FOR FILING
BF-313(1)

4311

June 26, 1957

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

In reply to your letter of June 5, requesting additional information to substantiate the request for an extension of time on the Glenwood-North Plains Contract No. 4311, Oregon BF-313 (1), I wish to advise as follows:

The contract for the grading on this section (4036) was awarded October 29, 1953, and clearing work was started November 10, 1953. Clearing work was halted January 15, 1954 due to wet weather and resumed on March 1. The clearing was completed July 16. Grading work commenced May 8, 1954 and stopped because of moisture on November 1. Because of the extreme saturation of the ground, the contractor could not operate at full capacity, but was required to excavate in thin lifts and permit the underlying stratas to dry out. Grading was resumed on May 27, 1955 and grading work completed October 21, 1955. Specified completion date was July 31, 1955 and all work on this project was completed January 31, 1956. On February 2, 1956 you concurred in an extension of time to the completion date without penalty.

The subject contract, No. 4311, was awarded October 28, 1954, and included the placing of approximately 17,500 cubic yards of embankment in place. Work on this embankment was started November 24, 1954, but was stopped December 3, due to failure of Power and Telephone Companies to remove their facilities lying within the embankment areas. They were held up 21 days on this account, again throwing them into a bad weather period.

Since it was obvious, in the spring of 1955, that grading would not be completed in time to permit the surfacing and paving in 1955, the contractor used his plant on other available contracts. He started crushing on September 1, 1955 and exhausted the specified source on October 28, 1955. When it became evident that the source specified would not supply the necessary amount of materials, the State immediately began search for a new source.

This source was not located and acquired until May, 1956. The contractor started his crushing operations in the new source on June 5, 1956 and proceeded to complete the crushing. All surfacing was in place and the base course of the paving on the L line from Station 2210 to 2687, and the west bound Wilson River connection leg to the Sunset Highway was completed on November 17, 1956, so that the section could be opened to traffic during the winter months. As soon as weather permitted in the spring of 1957, the contractor resumed paving on the top course and finally completed all work on the contract on May 22, 1957.

I trust the above resume will provide adequate information to permit you to concur in the requested extension without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc to: Tom Edwards

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

June 5, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project HF-313(1)
Glenwood-North Plains Sec.,
Wilson River Highway -
Contract No. 4311

Dear Sir:

Reference is made to your June 3 letter requesting concurrence in an extension of time for the above project.

In view of the extraordinary length of the requested extension, we believe the justification therefor should be presented in more detail. It is suggested that you supply us with a summary showing a breakdown of time lost by reason of the several factors occasioning delays, mentioned in your letter.

Very truly yours,

C G Polk
C. G. POLK
Division Engineer

CONSTRUCTION DIVISION
RECEIVED
JUN 6 1957
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

RECEIVED
JUN 6 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 3 1957
FOR FILING

FF 313(1)

4311

June 3, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Glenwood-North Plains Contract No. 4311, Oregon FF-313 (1), from November 30, 1955 to May 22, 1957 to Rogers Construction Company, contractors.

The grading contractor suffered an extreme handicap due to certain materials and also was unable to complete the grading in time to permit the paving to start as originally scheduled. In addition, material sources for this project proved unsatisfactory and it was necessary for the State to locate and acquire additional sources.. Development of these sources required considerable stripping and the washing of all materials handled.

These facts materially delayed the contractor and he was unable to complete the paving last fall. He actually completed the project on May 22nd of this year, and I recommend that the extension, to and including that date, without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RECEIVED
1957

FORM E-30X—97,000—2-57—1477

4311

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 24, 1957

SUBJECT: Glenwood-North Plains Section
Wilson River Highway

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
Box 4699, Sellwood Station
Portland 2, Oregon

See Letter
this file
11-15-55

With reference to your letter of June 17th I am returning 4 prints of the proposed plan and profile to you for the road connection requested by the county court for the old Cedar Canyon road.

The construction of this has been previously authorized by Mr. W. C. Williams and the minor betterment order has been handed to Mr. E. A. Collier who has indicated that it will be approved by his office.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

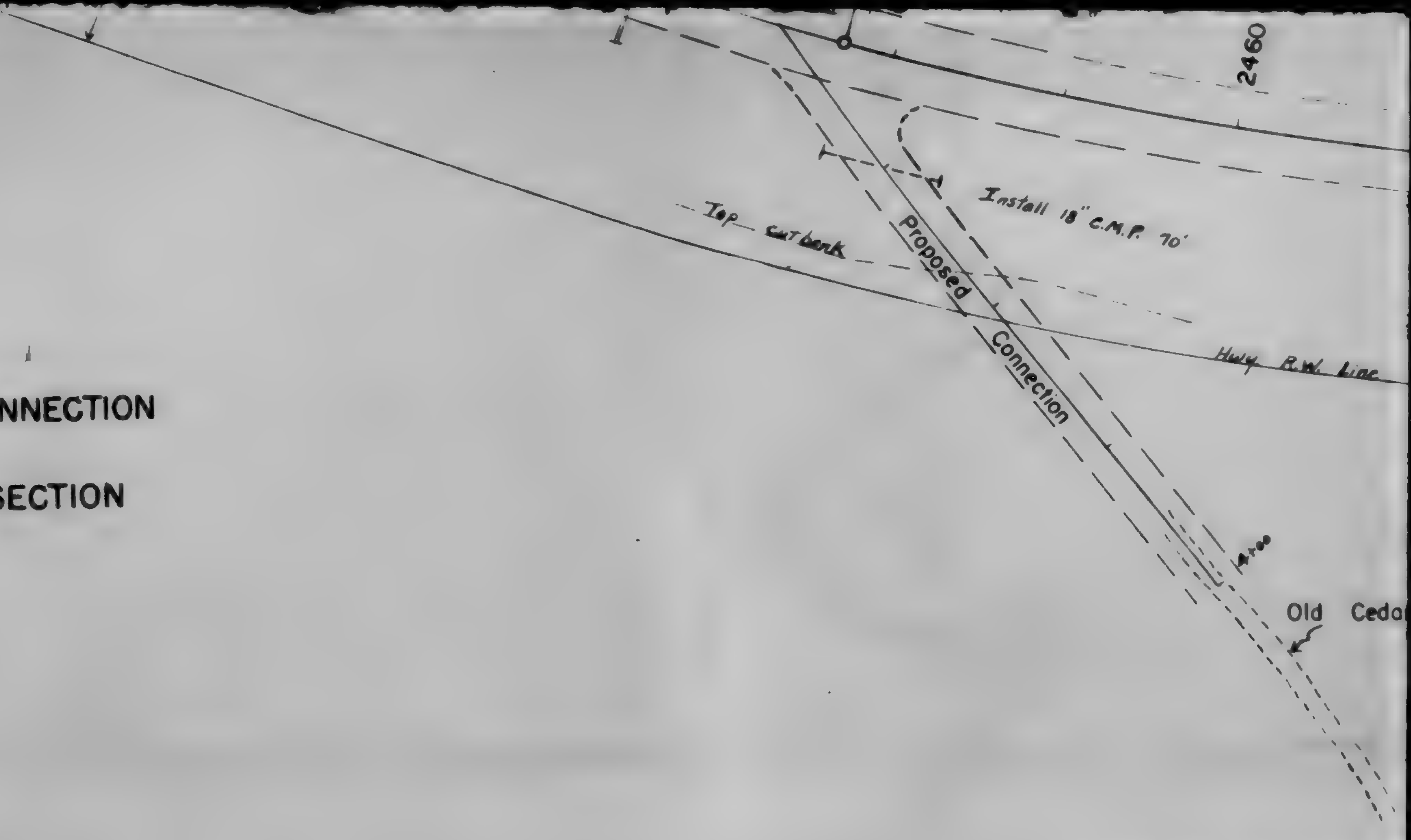
Encl.

cc Forrest Cooper
E. A. Collier

RECEIVED
1957

NOTED
W. W. STIFFLER

FORREST COOPER



PROPOSED COUNTY ROAD CONNECTION

GLENWOOD — NORTH PLAINS SECTION

WILSON RIVER HIGHWAY

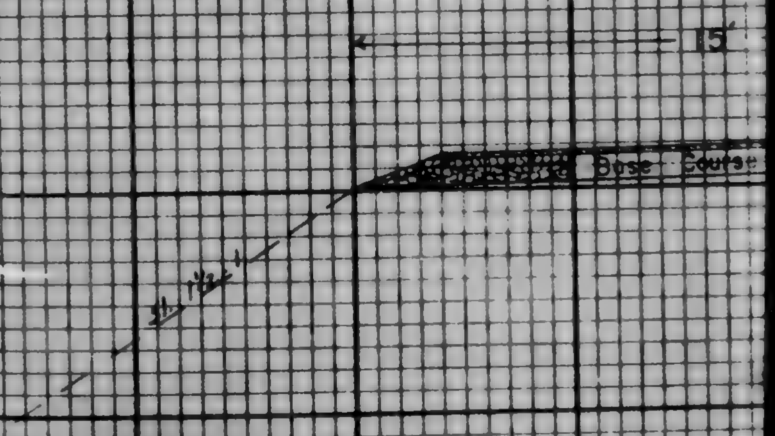
WASHINGTON COUNTY

STA 2457 + 32

William E. Maltby - Res. Engr. - Feb. 1957

N.W. 1/4 OF S.E. 1/4
T. 2 N. R. 4 W. W.M.

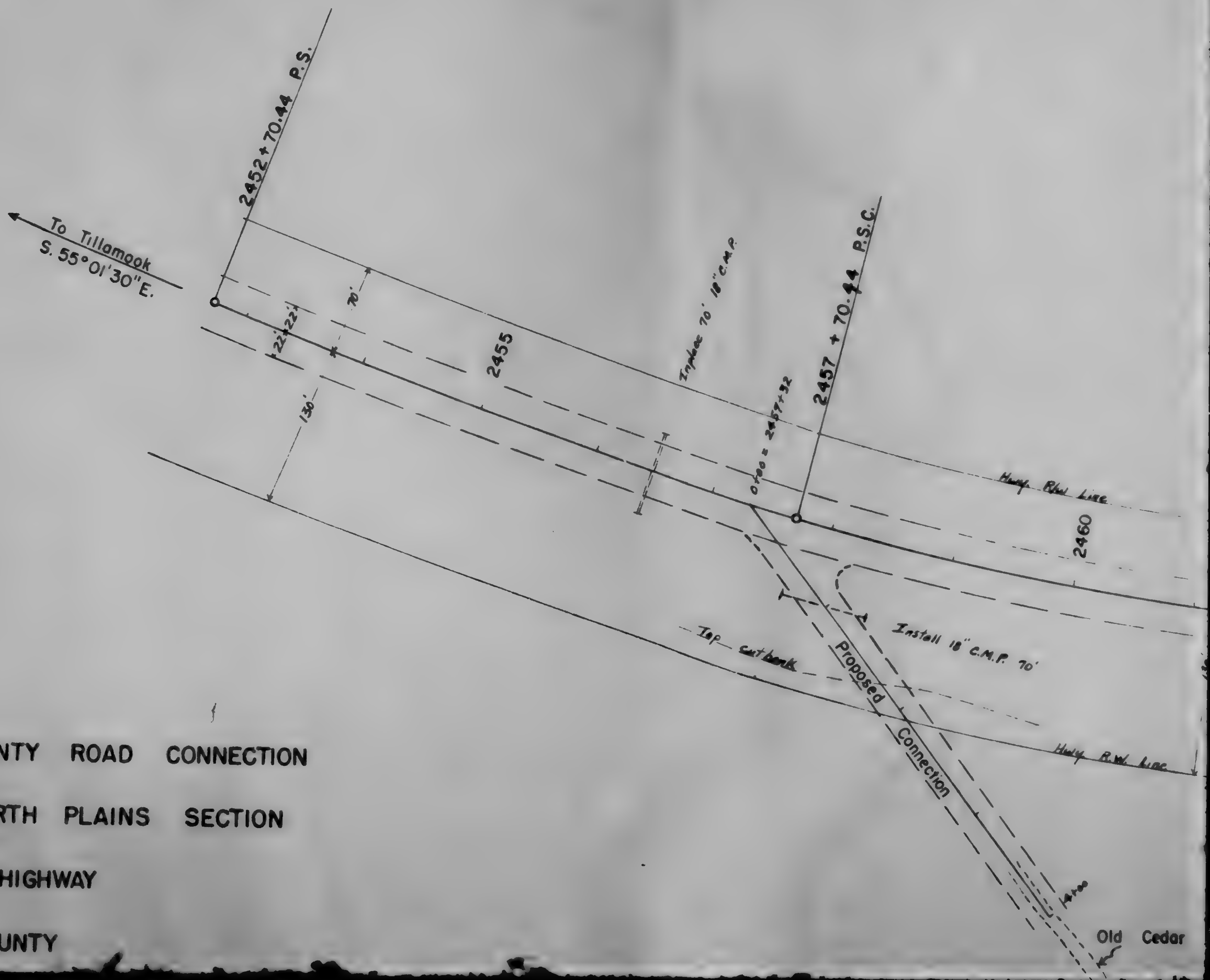
Scale = Plan 1" = 100'
Profile 1" = 50' Horiz.
1" = 5' Vert.



SUMMARY

ITEM	QUANTITY	ALLOWANCE	TOTAL
[illegible]			[illegible]

EMB 373

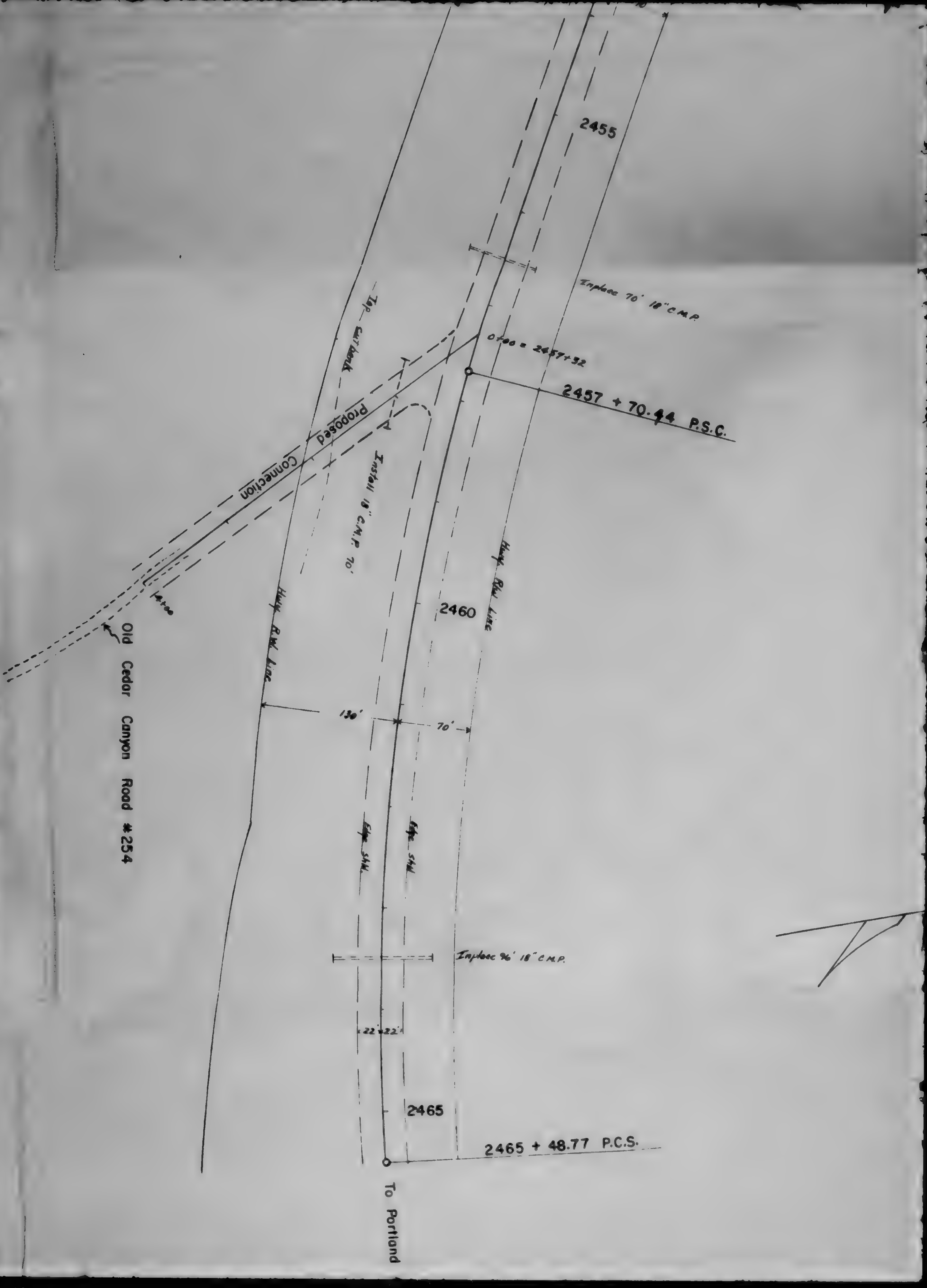


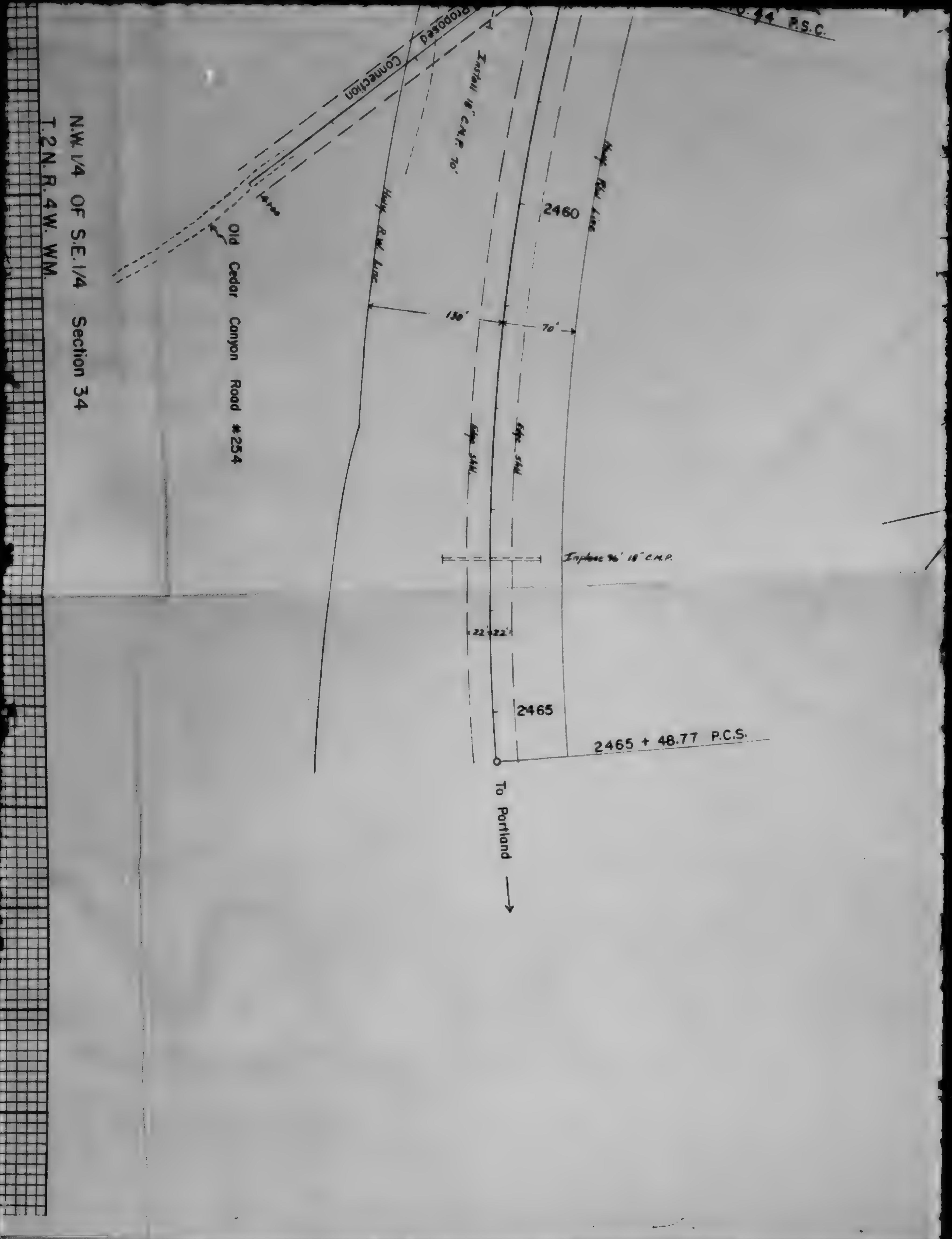
PROPOSED COUNTY ROAD CONNECTION

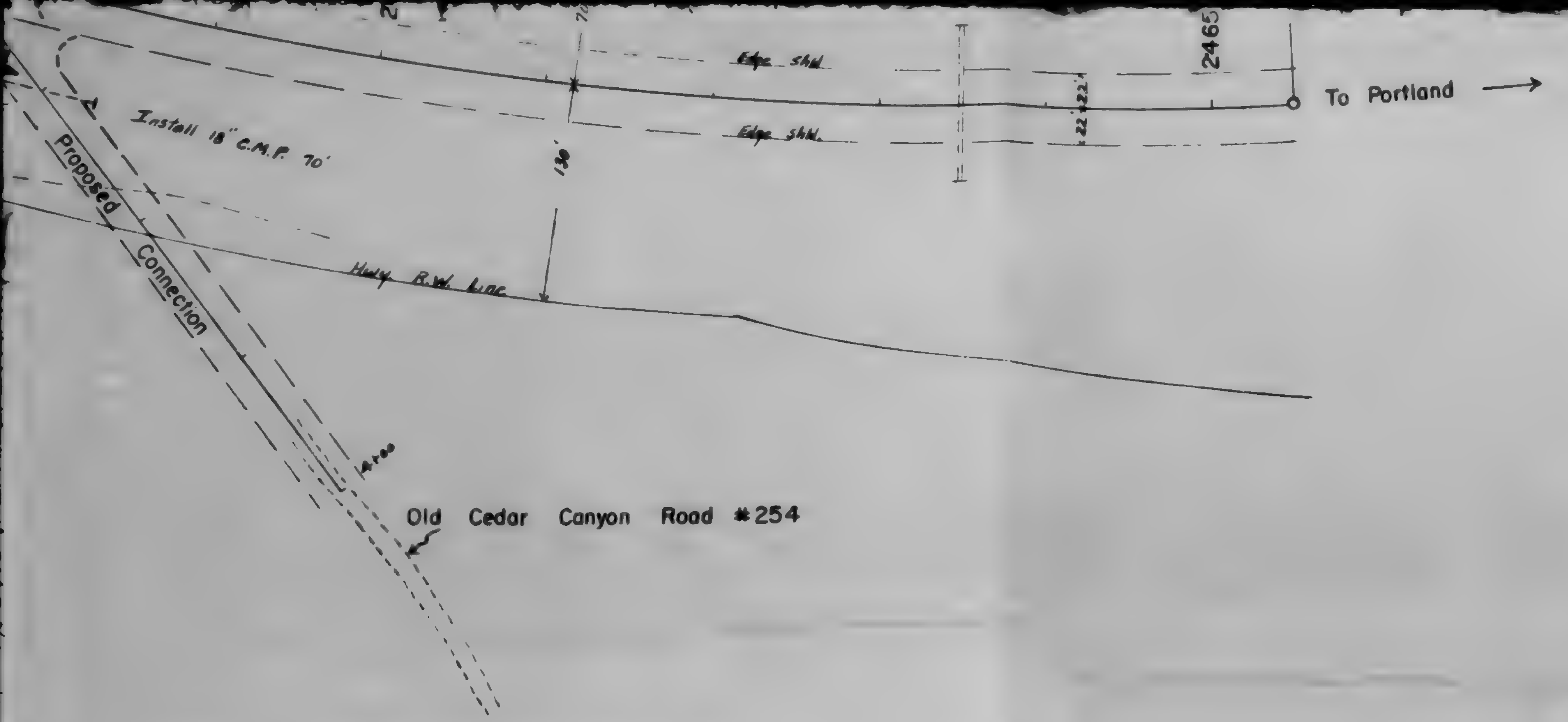
GLENWOOD – NORTH PLAINS SECTION

WILSON RIVER HIGHWAY

WASHINGTON COUNTY

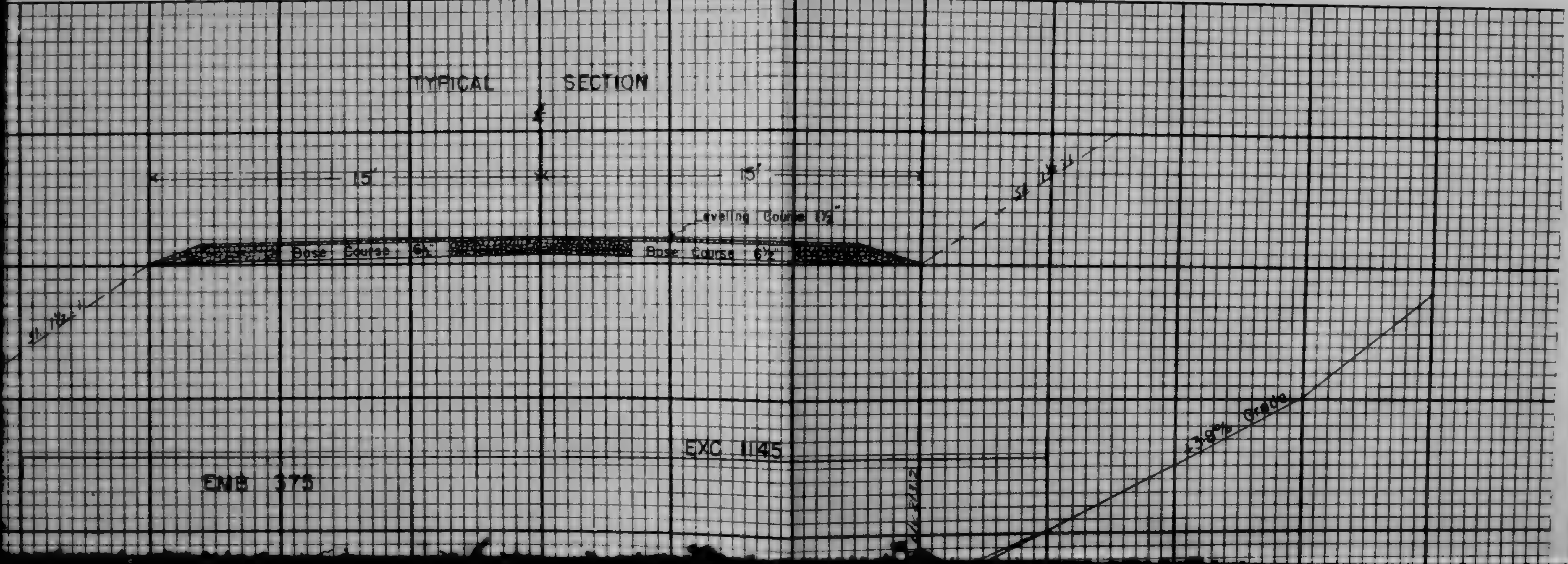

2455
Implace 70' 18" C.M.P.
Top Cut Bank
0+00 = 2457+32
2457 + 70.44 P.S.C.
Proposed Connection
Install 18" C.M.P. 70'
Hwy R/W Line
4+00
Old Cedar Canyon Road #254
2460
Hwy R/W Line
130'
70'
Edge Shld.
Edge Shld.
Implace 96' 18" C.M.P.
22' 22'
2465
2465 + 48.77 P.C.S.
To Portland


0.44 P.S.C.
Proposed Connection
N.W. 1/4 OF S.E. 1/4 Section 34
T.2N. R.4W. W.M.
Old Cedar Canyon Road #254
Install 18" C.M.P. 70'
Hwy R/W Line
Hwy R/W Line
2460
130'
70'
Edge Shld.
Edge Shld.
Inplace 96' 18" C.M.P.
22'
22'
2465
2465 + 48.77 P.C.S.
To Portland



N.W. 1/4 OF S.E. 1/4 Section 34

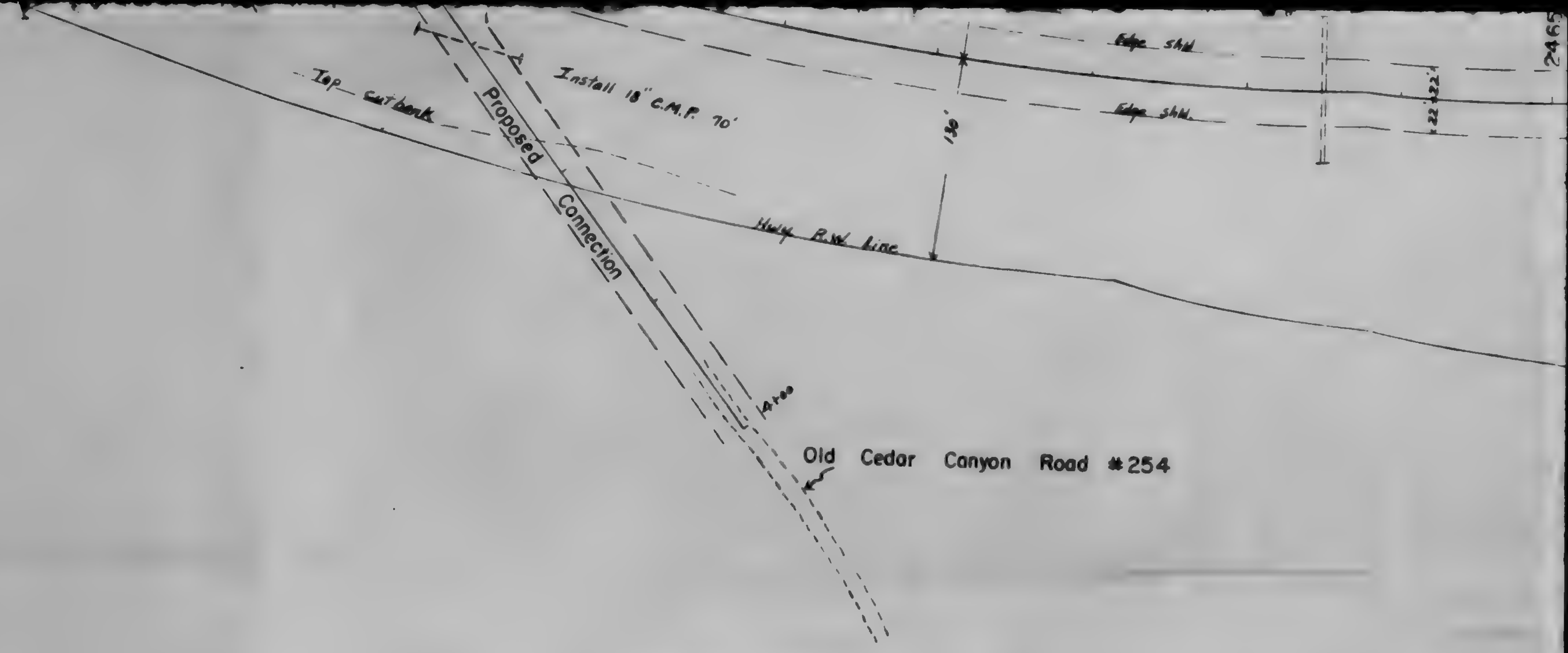
T. 2 N. R. 4 W. W.M.



957

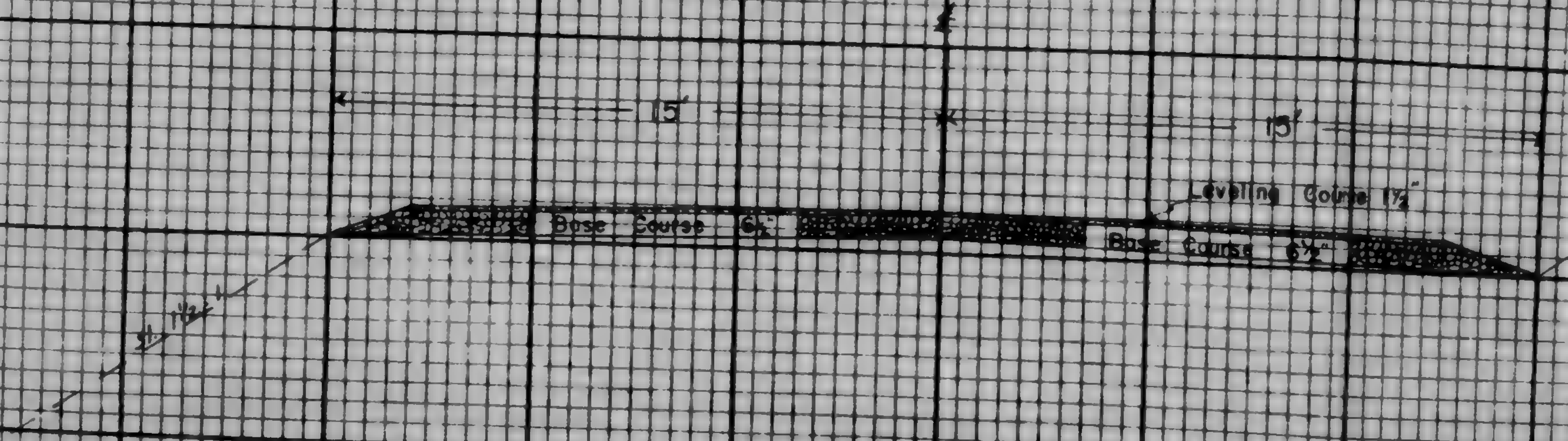
CONNECTION

SECTION



N.W. 1/4 OF S.E. 1/4 Section 34
T.2N. R.4W. WM.

TYPICAL SECTION



UMMARY

QUANTITY	ALLOWANCE	TOTAL
		[illegible]
		[illegible]
		[illegible]
		[illegible]

EMB 375

EXC 1145

PROPOSED COUNTY ROAD CONNECTION

GLENWOOD — NORTH PLAINS SECTION

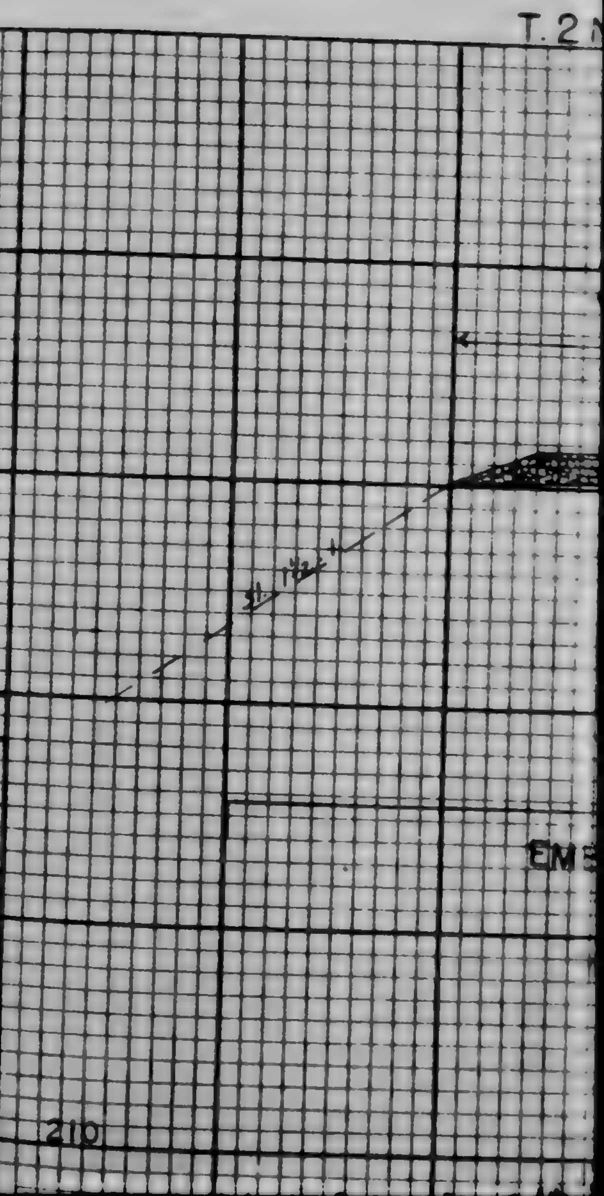
WILSON RIVER HIGHWAY

WASHINGTON COUNTY

STA 2457 + 32

William E. Maltby - Res. Engr. - Feb. 1957

Scale = Plan 1" = 100'
Profile 1" = 50' Horiz.
1" = 5' Vert.



SUMMARY

ITEM	QUANTITY	ALLOWANCE	TOTAL
[illegible]			[illegible]
[illegible]			[illegible]
[illegible]			[illegible]
[illegible]			[illegible]

William E. Maltby - Res. Engr. Feb. 1957

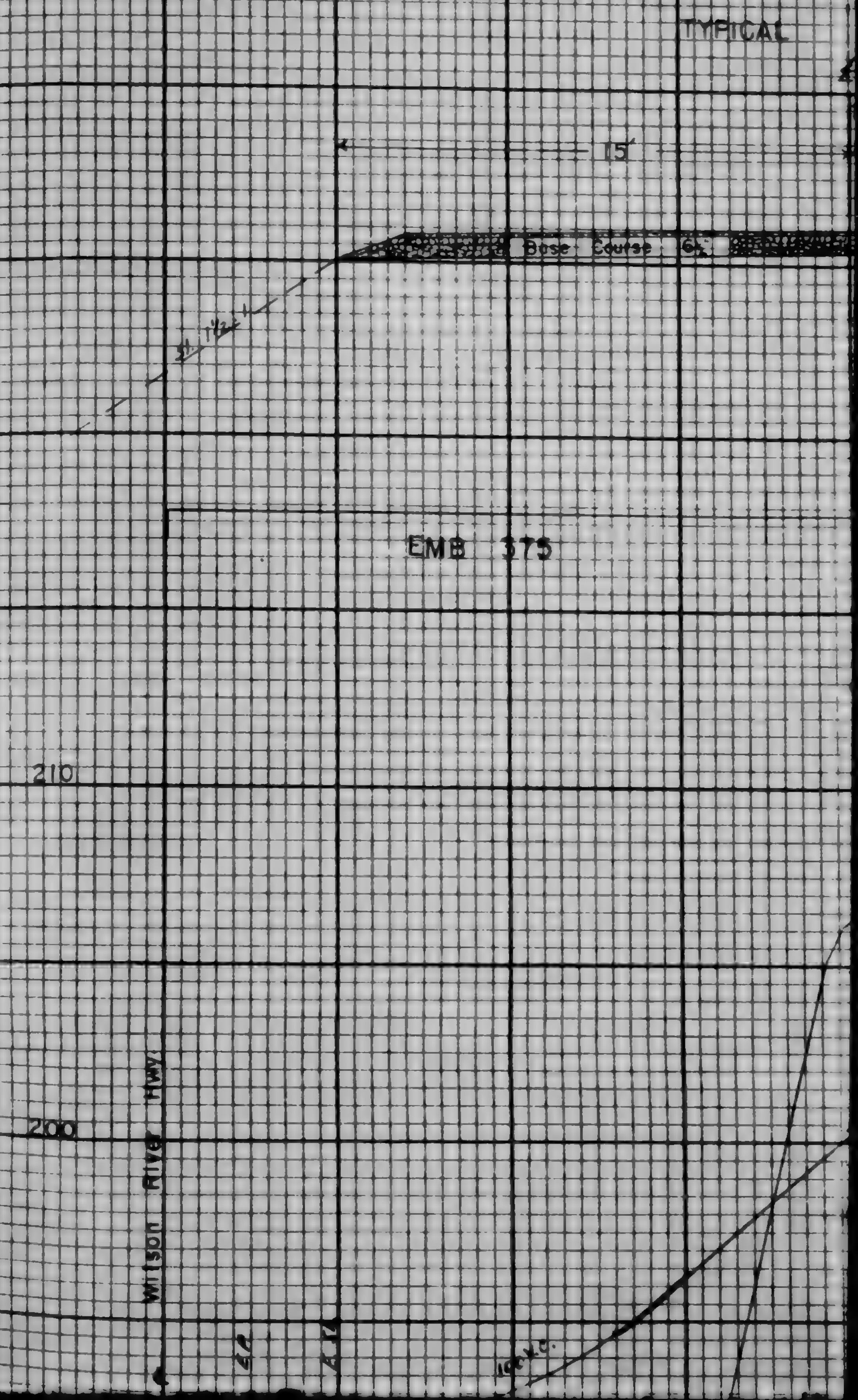
Scale = Plan 1" = 100'
Profile 1" = 50' Horiz.
1" = 5' Vert.

N.W. 1/4 OF S.E. 1/4 Section 3

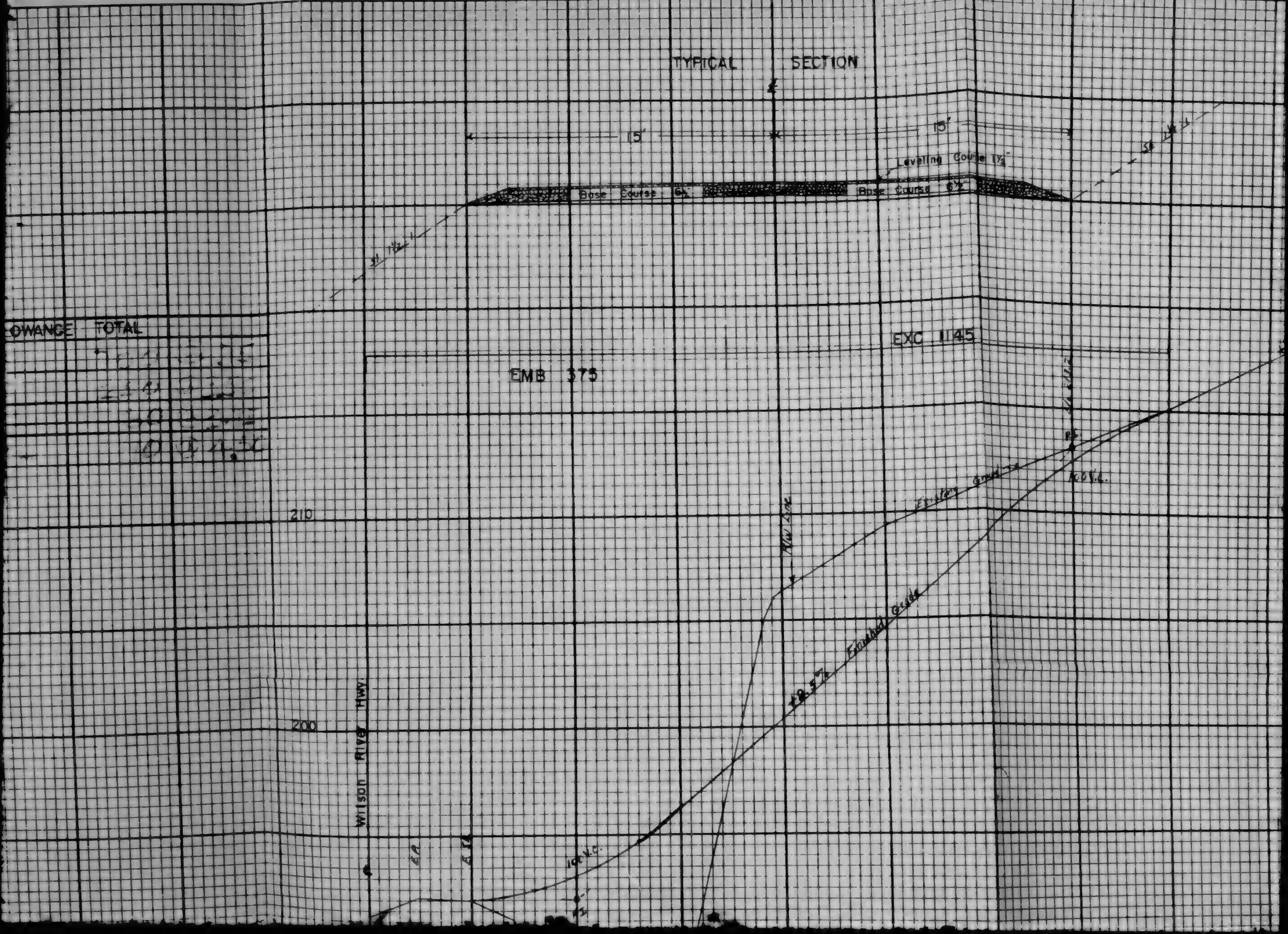
T. 2 N. R. 4 W. W.M.

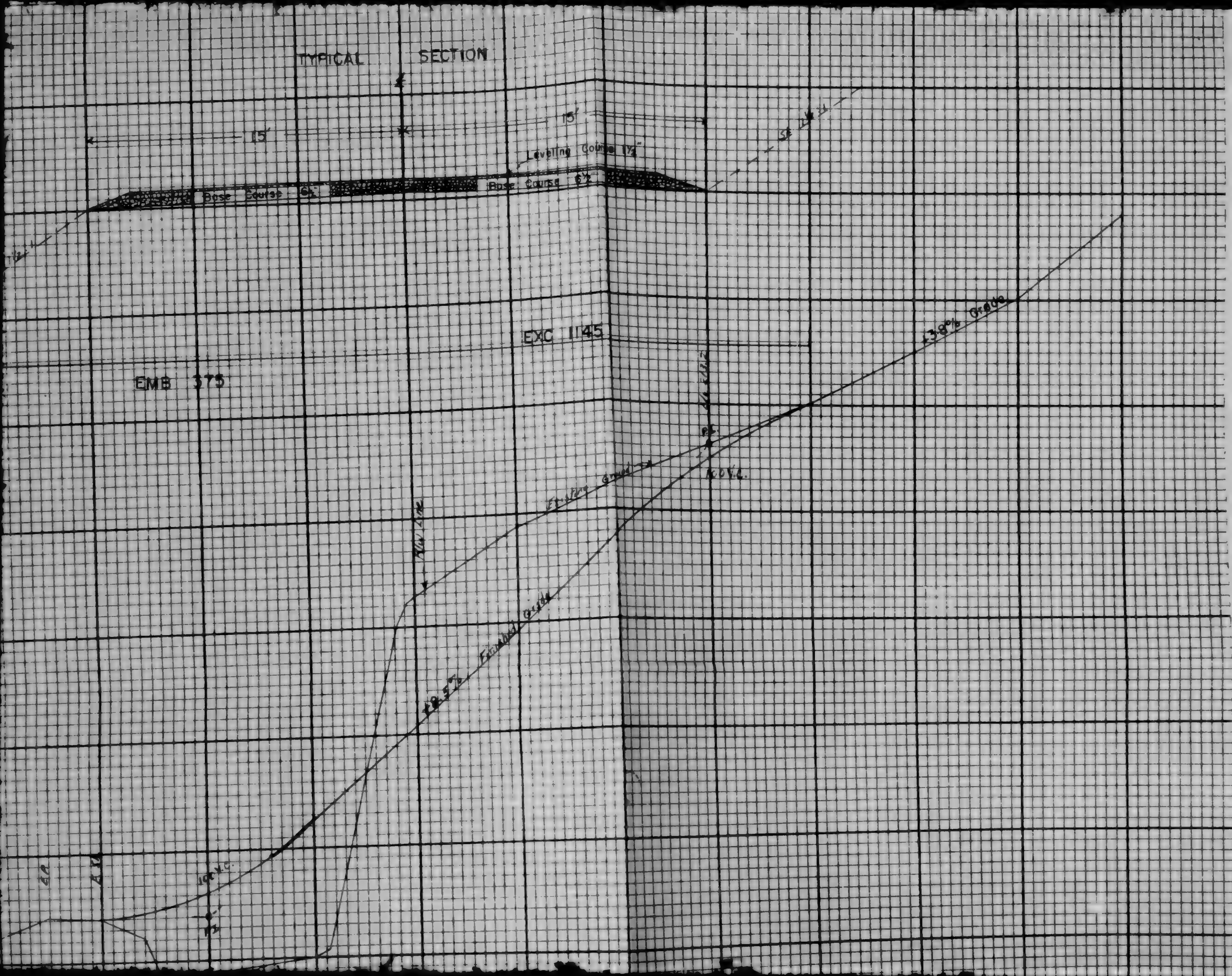
SUMMARY

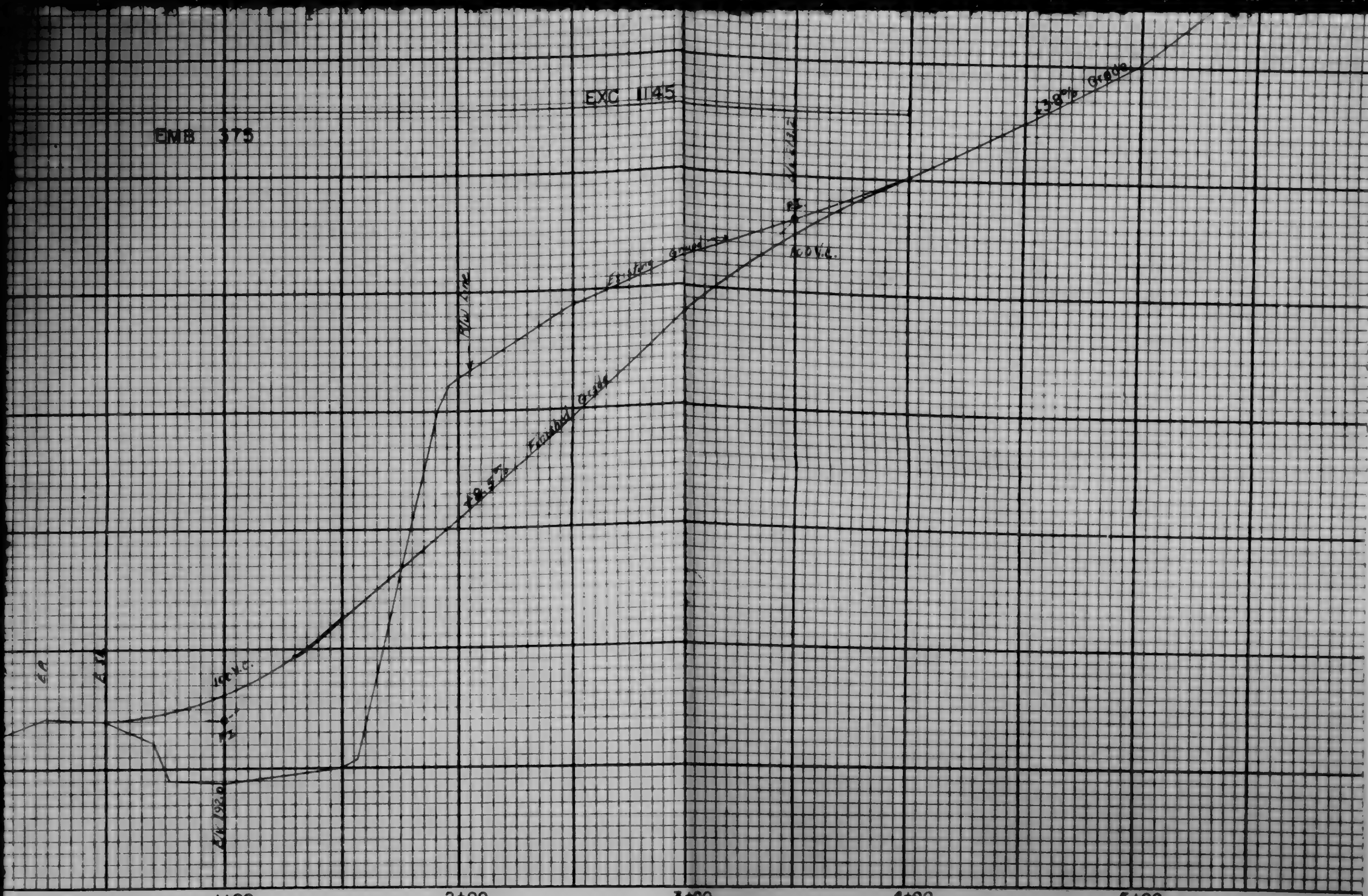
ITEM	QUANTITY	ALLOWANCE	TOTAL
[illegible]			[illegible]
[illegible]			[illegible]
[illegible]			[illegible]
[illegible]			[illegible]

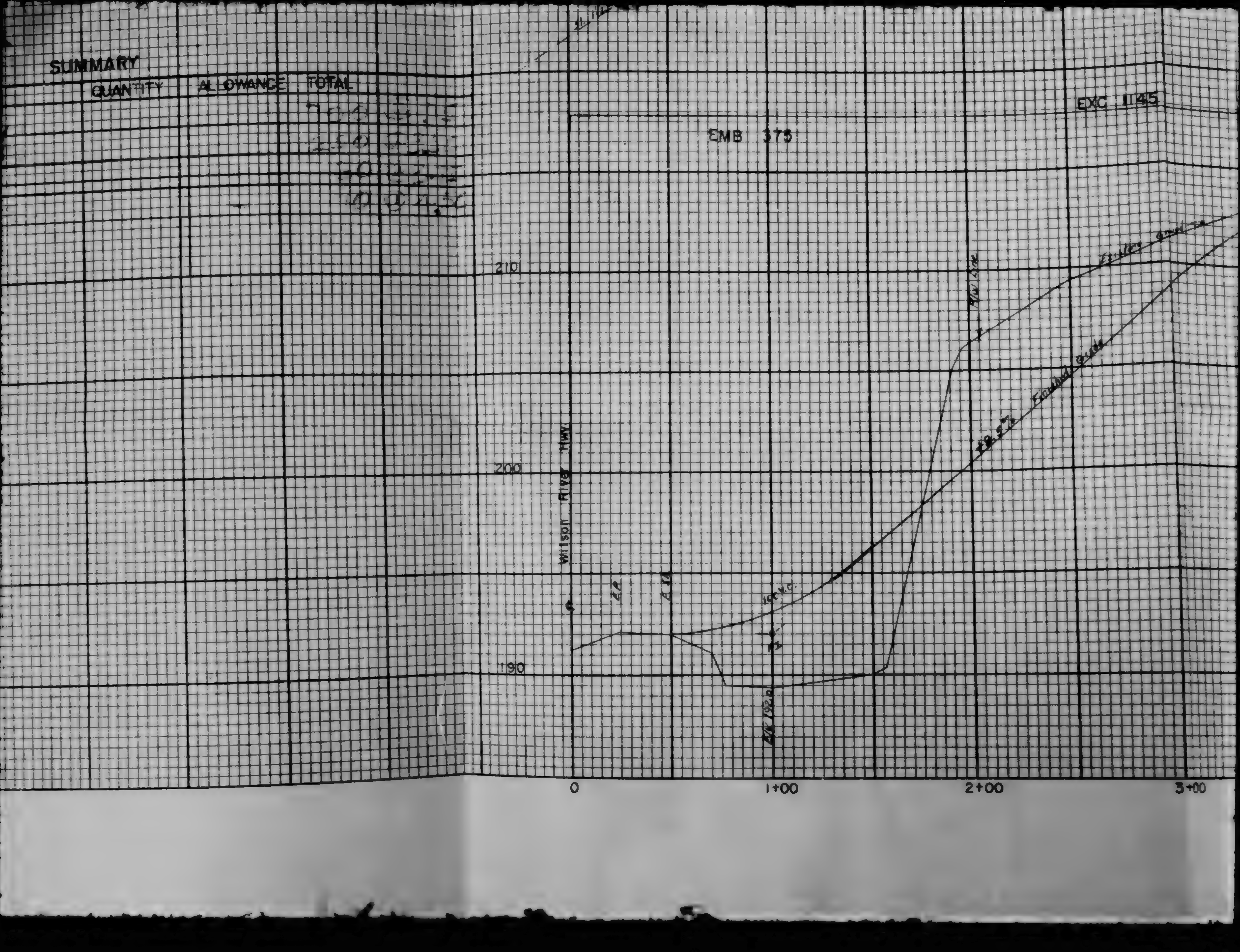


T.2N. R.4W. WM.


TYPICAL SECTION
℄
15'
15'
Leveling Course 1½"
Base Course 6"
Base Course 6½"
Sl. 1½:1
Sl. 1½:1
OWANCE TOTAL
EMB 375
EXC 1145
210
200
Wilson River Hwy.
New Line
Existing Grade
+8.5% Finished Grade
100 V.C.
100 V.C.
P.I.

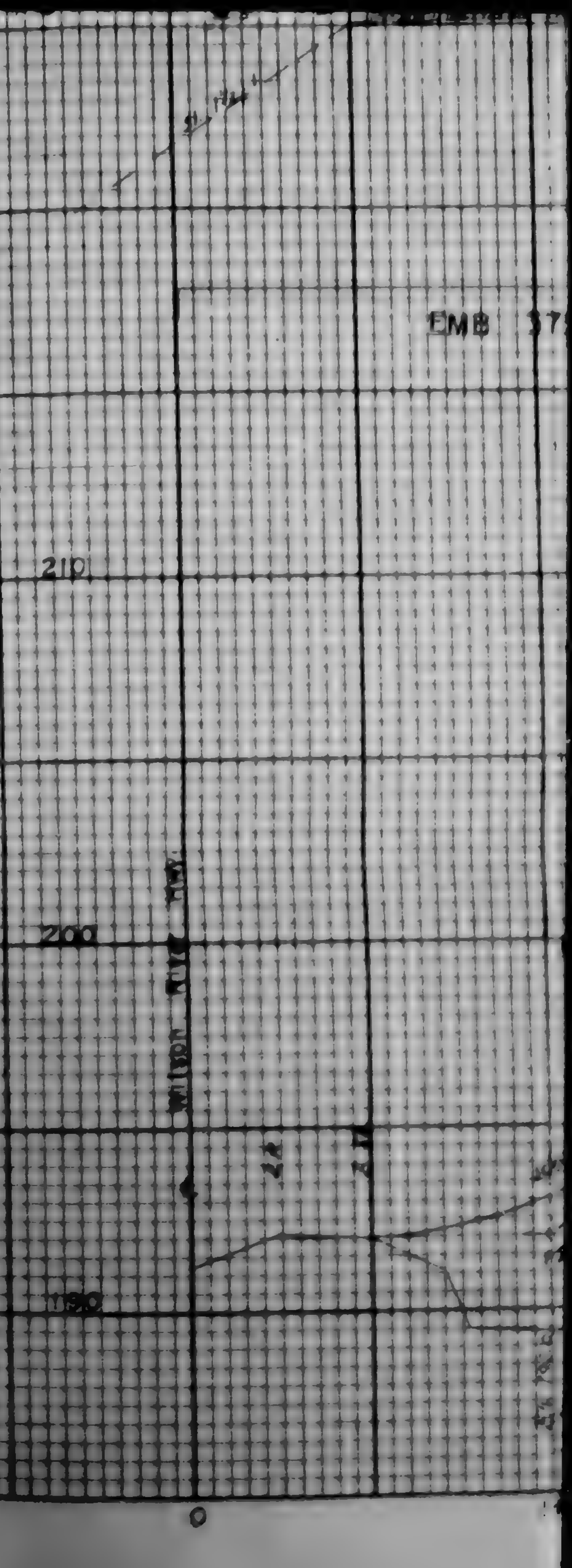

TYPICAL SECTION
15'
15'
Levelling Course 1½"
Base Course 6½"
Base Course 6½"
EXC 1145
EMB 375
+8.5% Finished Grade
Existing Grade
+3.8% Grade
P.I.
100 V.C.
100 V.C.


EMB 375
EXC 1145
EA
E 32
100 V.C.
El. 192.0
R/W Line
+8.5% Finished Grade
Existing Ground
El. 213.2
100 V.C.
+3.8% Grade
1+00
2+00
3+00
4+00
5+00


SUMMARY
QUANTITY
ALLOWANCE
TOTAL
EXC 1145
EMB 375
210
200
190
0
1+00
2+00
3+00
Wilson River Hwy.
EP
E.S.
100 V.C.
Elev 192.0
R/W Line
+9.5%
Finished Grade
Existing Grade

SUMMARY

ITEM	QUANTITY	ALLOWANCE	TOTAL
[illegible]			[illegible]
[illegible]			[illegible]
[illegible]			[illegible]
[illegible]			[illegible]



RECEIVED
JUN 19 1957
FOR FILING

[illegible]

4311

June 19, 1957

CERTIFIED MAIL

The Fidelity & Casualty Company of New York
San Francisco Branch Office
160 Pine St.
San Francisco 11, Calif.

Attn.: Sheridan J. McCarthy

Gentlemen:

It is the intention of the State Highway Commission to release to Rogers Construction Company a portion of the funds heretofore retained by the Commission on contract No. 4311, for paving on the Glenwood-North Plains Section of the Wilson River Highway in Washington County.

This payment, in the amount of $89,232.48, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $20,843.55. The present payment will be released on or after June 29, 1957.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

em

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD
gm

RECEIVED

FOR FILE

JAMES R. SHICK
ATTORNEY AT LAW
FOREST GROVE, OREGON

COPY

June 7, 1957

Re: City assumption of jurisdiction over county roads lying within the corporate boundaries of the City of Forest Grove.

Dear Judge Jaross:

This is with reference to the City of Forest Grove's previous action in November of 1956 concerning the transfer of jurisdiction over County Roads, and the communications under date of June 3, 1957, from the Oregon State Highway Department concerning the agreements of April 23, 1942, and August 3, 1951, effecting jurisdiction over the Wilson River Highway alternate through Forest Grove.

Assuming that the County Court has not yet taken action under ORS 373.270, on the roads enumerated in the City of Forest Grove resolution of November 19, 1956, a certified copy of which is enclosed, it would appear appropriate for the County Court's proceedings to cover all of the roads now involved. The City Council of the City of Forest Grove will be prepared to pass a resolution at its regular July 8, 1957 meeting covering the areas designated in the Highway Commission's letter to the County Court dated June 3, 1957.

As I see it, with the exception of a short distance west of B Street, between the City Limits and the start of the curve northward, and a short distance between the south line of 23rd Avenue northward to the present corporate boundary, all of the alternate routing from its intersection with Gales Way to its intersection with B Street lies within the corporate limits of the City of Forest Grove and is in line for transfer to our jurisdiction.

NOTED
G.S. PAXSON

COPY

If it would be helpful, I am available to meet with the County Court to discuss the routine for completing our agreements with the Highway Department and perfecting the transfers earlier requested by the City.

Very truly yours,

James R. Shick

Hon. Joseph Jaross
County Judge
Washington County Court House
Hillsboro, Oregon

RESODUTION REQUESTING THE COUNTY COURT OF WASHINGTON COUNTY, OREGON, TO TRANSFER JURISDICTION OVER COUNTY ROADS SITUATED WITHIN THE CORPORATE LIMITS OF THE CITY OF FOREST GROVE.

WHEREAS, during the course of several years last passed, the City of Forest Grove has annexed territory adjacent to its corporate boundary, and

WHEREAS, said annexations have in some instances involved areas wherein county roads were situated, and

WHEREAS, the Common Coucil of the City of Forest Grove is advised and believes that it is in the best interest of the City of Forest Grove and its inhabitants that said county roads lying in territory now embraced in the corporate boundaries of the City of Forest Grove should be transferred to the jurisdiction of the City.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF FOREST GROVE AS FOLLOWS:

1. That the County Court of Washington County, Oregon, be and it hereby is respectfully requested to relinquish and transfer to the City of Forest Grove jurisdiction over the following county roads insofar as said roads are situated within the present corporate boundaries of the City of Forest Grove, to-wit: County roads #139, #335, #1141, #A131, #995, #A30, #1214, #1205, #1469, #1686, and #1171.

2. Be it further resolved that the County Recorder be and he hereby is instructed to deliver a certified copy of the foregoing resolution to the County Court of Washington County, Oregon.

Presented by the Streets and Public Properties Committee this 19th day of November, 1956.

Walter Haney

Robert Loomis

J. M. Goodrich

Presented by the Common Coucil this 19th day of Nov., 1956.

G. E. Richards
Recorder

Approved by the Mayor this 19th day of November, 1956.

Clifford P. Rowe
Mayor

RECEIVED
JUN 5 1957
FOR FILING

BF-313(1)

4311

June 3, 1957

Washington County Court
Court House
Hillsboro, Oregon

Gentlemen:

In accordance with an agreement dated April [illegible], the Oregon State Highway Commission adopted on December [illegible], a resolution relating to the jurisdiction and control of Washington County that portion of the Gales Creek County Road over which Wilson River Highway traffic had been routed prior to construction of the present route of the Wilson River Highway.

An agreement dated August 3, [illegible], executed by Washington County, the City of Forest Grove, and the Oregon State Highway Commission provided, among other things, for a revision of the routing of Wilson River Highway traffic in Forest Grove and vicinity and for the eventual transfer of jurisdiction over this revised route to the County and City at such time as the Highway Commission relocated the portion of the Wilson River Highway within Washington County. This relocation has been accomplished and, in accordance with the agreement, the County and City are requested to assume jurisdiction over the following sections of road:

County

1. From Gales Way, southerly to a junction with Pacific Avenue at the westerly city limits of Forest Grove as shown colored in blue on the attached map of Forest Grove.

2. Pacific Avenue from the westerly city boundary easterly to D Street as shown colored in brown on the attached map of Forest Grove.

City

1. Pacific Avenue from D Street easterly to B Street as shown colored in yellow on the attached map of Forest Grove.

2. The agreement also provides that the City of Forest Grove shall,

immediately after the County has assumed jurisdiction and control over the above county sections of road, make request to the County as provided in ORS 373.270 (formerly Section 100-2601, O.C.L.A.) and accept jurisdiction and control over those portions of road reverting to the county which are within the corporate limits of Forest Grove. The same shall apply if the corporate limits are extended.

It is proposed to deed to the County the right-of-way purchased by the State in connection with the sections of road to be transferred. The parcels of land involved are outlined in red on the attached right-of-way map. If this procedure meets with County approval please advise this office and action will be initiated to effect the deed transfer.

If you have any questions on this matter, please advise.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. [illegible]
Assistant State Highway Engineer

JFR;CHW:mm
Att.

cc: Mr. M. O. Gardner
City Manager, Forest Grove

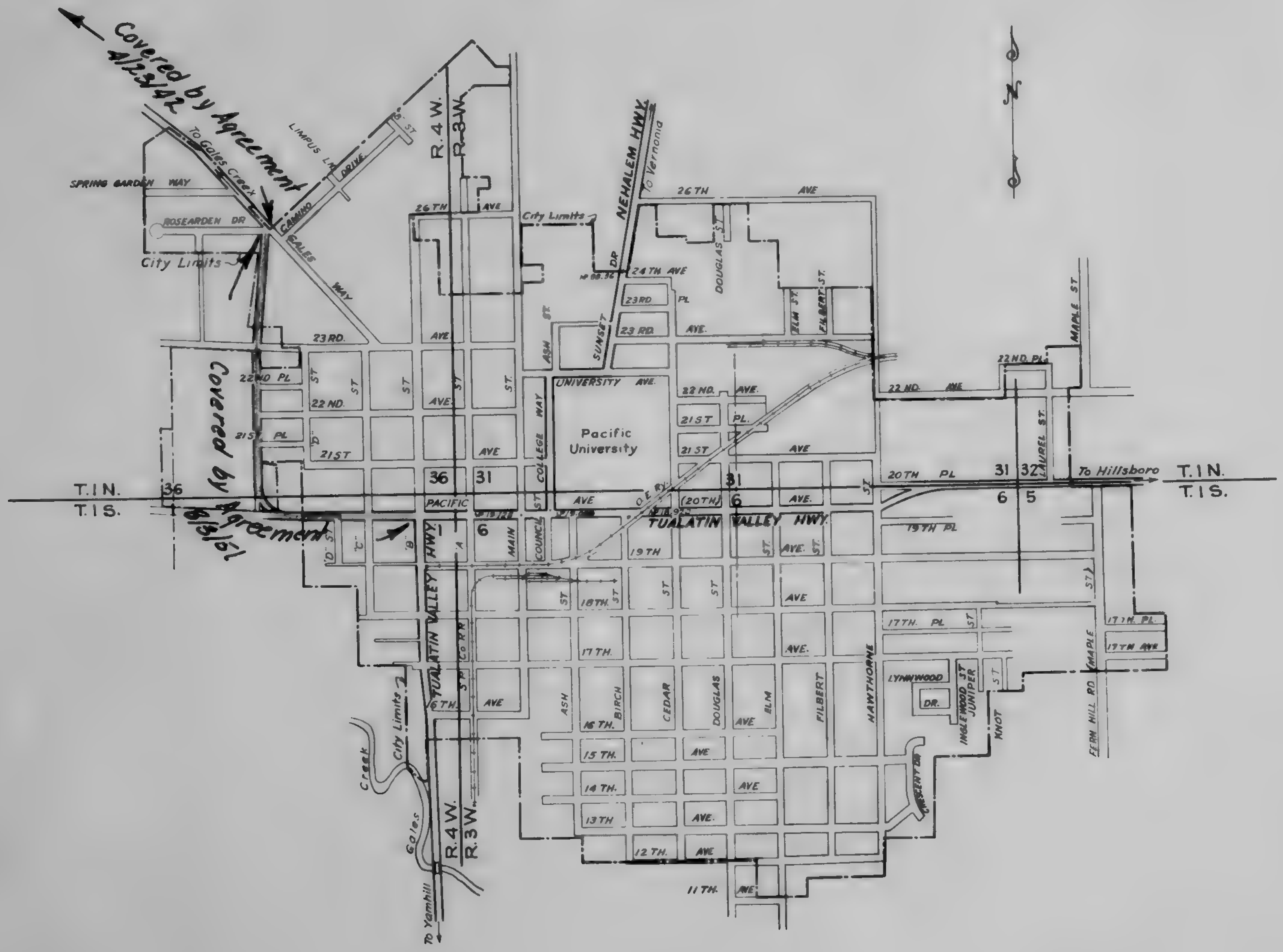
C. G. Swanson
A. G. Skelton
W. W. Stiffler

FOREST GROVE

Scale in feet

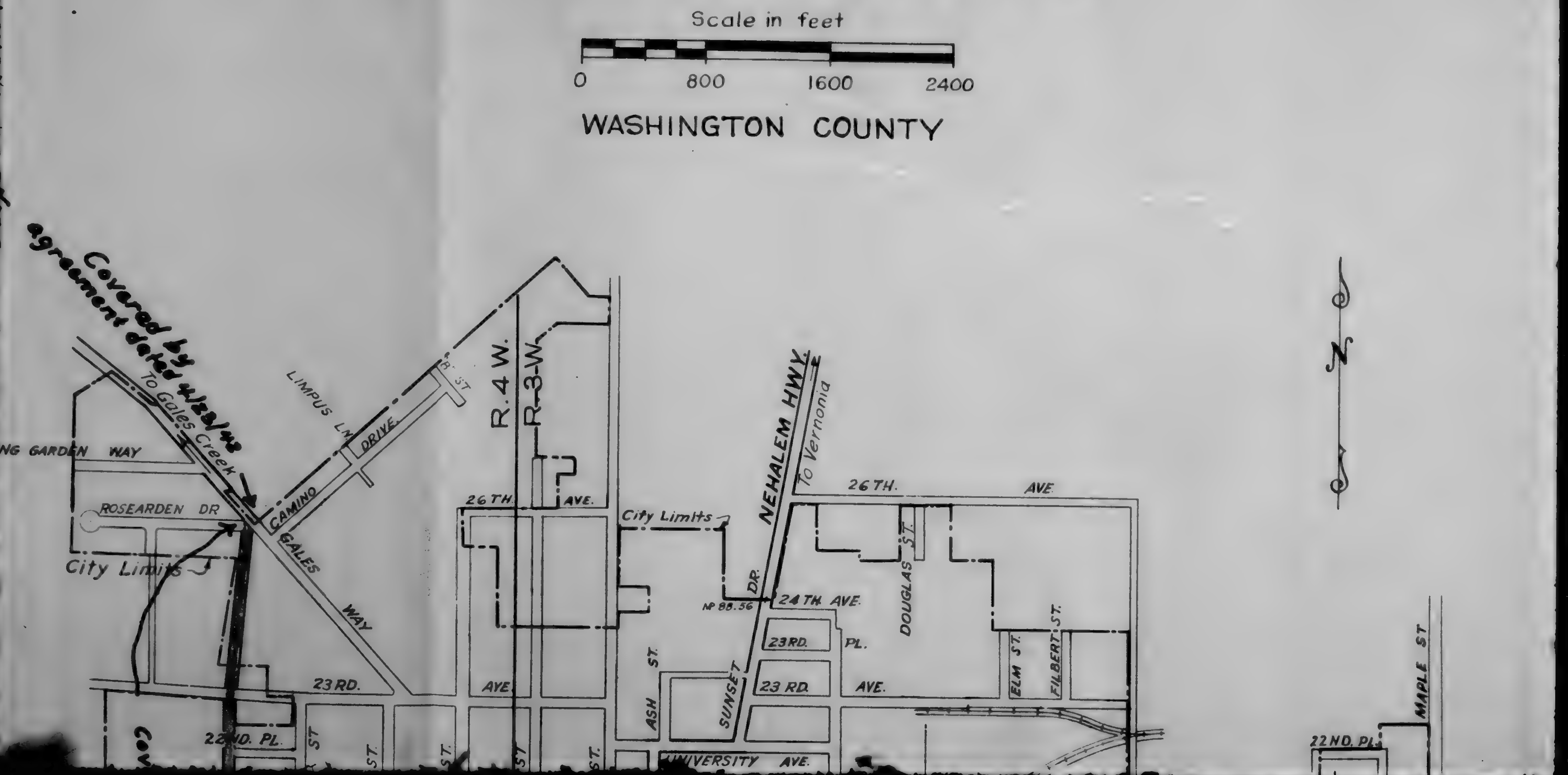
0 800 1600 2400

WASHINGTON COUNTY



Rev 9-12-55

FOREST GROVE



Covered by agreement dated 4/28/48

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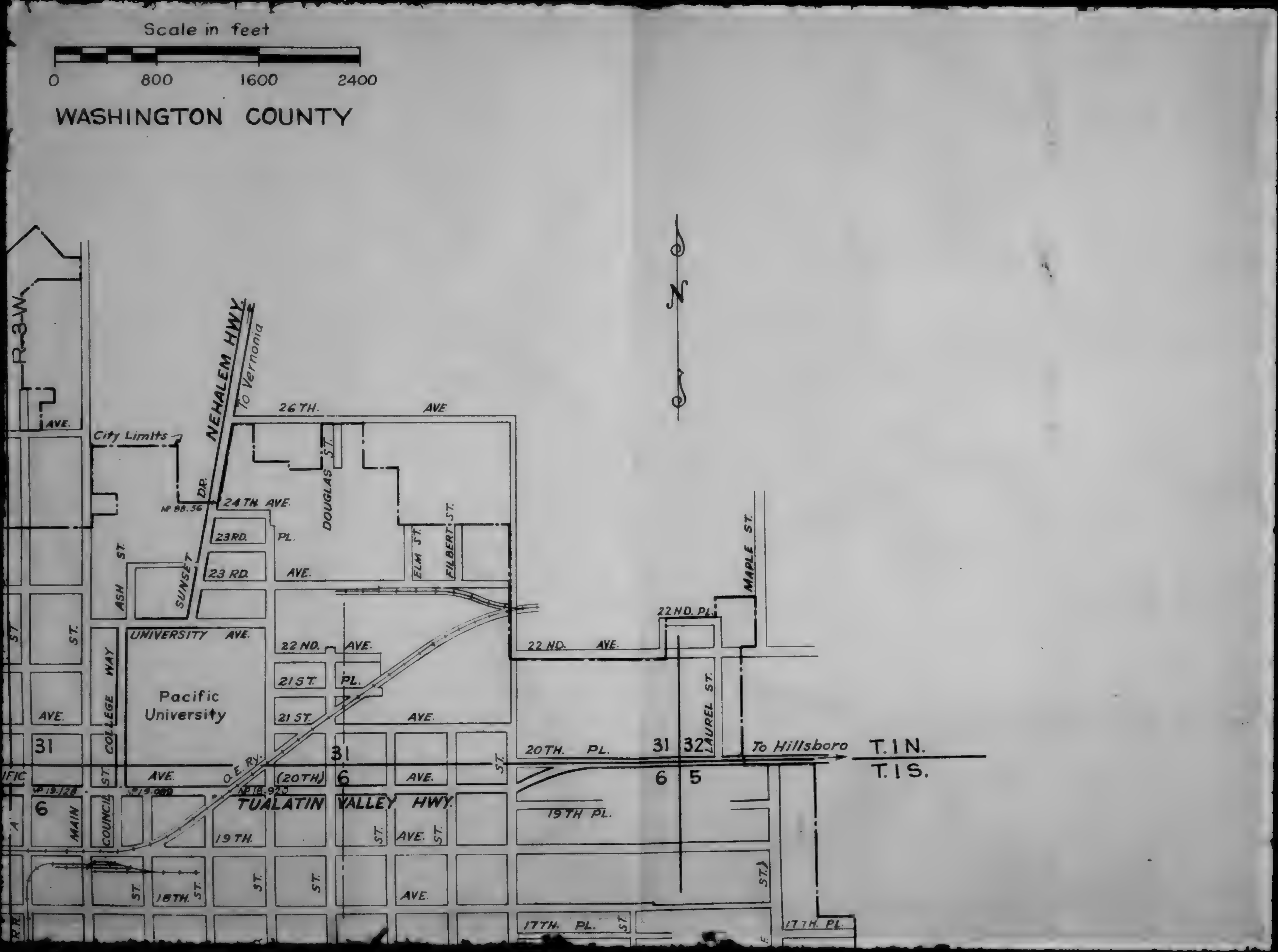
Scale in feet
0
800
1600
2400
WASHINGTON COUNTY
R-3-W
AVE.
City Limits
NEHALEM HWY.
To Vernonia
26TH.
AVE
SUNSET
DR.
№ 88.56
24TH AVE.
23RD.
PL.
23 RD.
AVE.
DOUGLAS ST.
ELM ST.
FILBERT ST.
ASH ST.
ST.
UNIVERSITY AVE.
22 ND. AVE.
22 ND. AVE.
22 ND. PL.
MAPLE ST.
COLLEGE WAY
Pacific University
21 ST.
PL.
21 ST.
AVE.
AVE.
31
31
31 32
6 5
LAUREL ST.
20TH. PL.
To Hillsboro
T. 1 N.
T. 1 S.
IFIC
№ 19.128
№ 19.089
№ 18.920
ST.
AVE.
O.E. Ry.
(20TH)
6
AVE.
ST.
TUALATIN VALLEY HWY.
6
A
MAIN
COUNCIL
19TH.
ST.
AVE.
ST.
19TH PL.
ST.
R.R.
ST.
18TH.
ST.
ST.
ST.
AVE.
17TH. PL.
ST.
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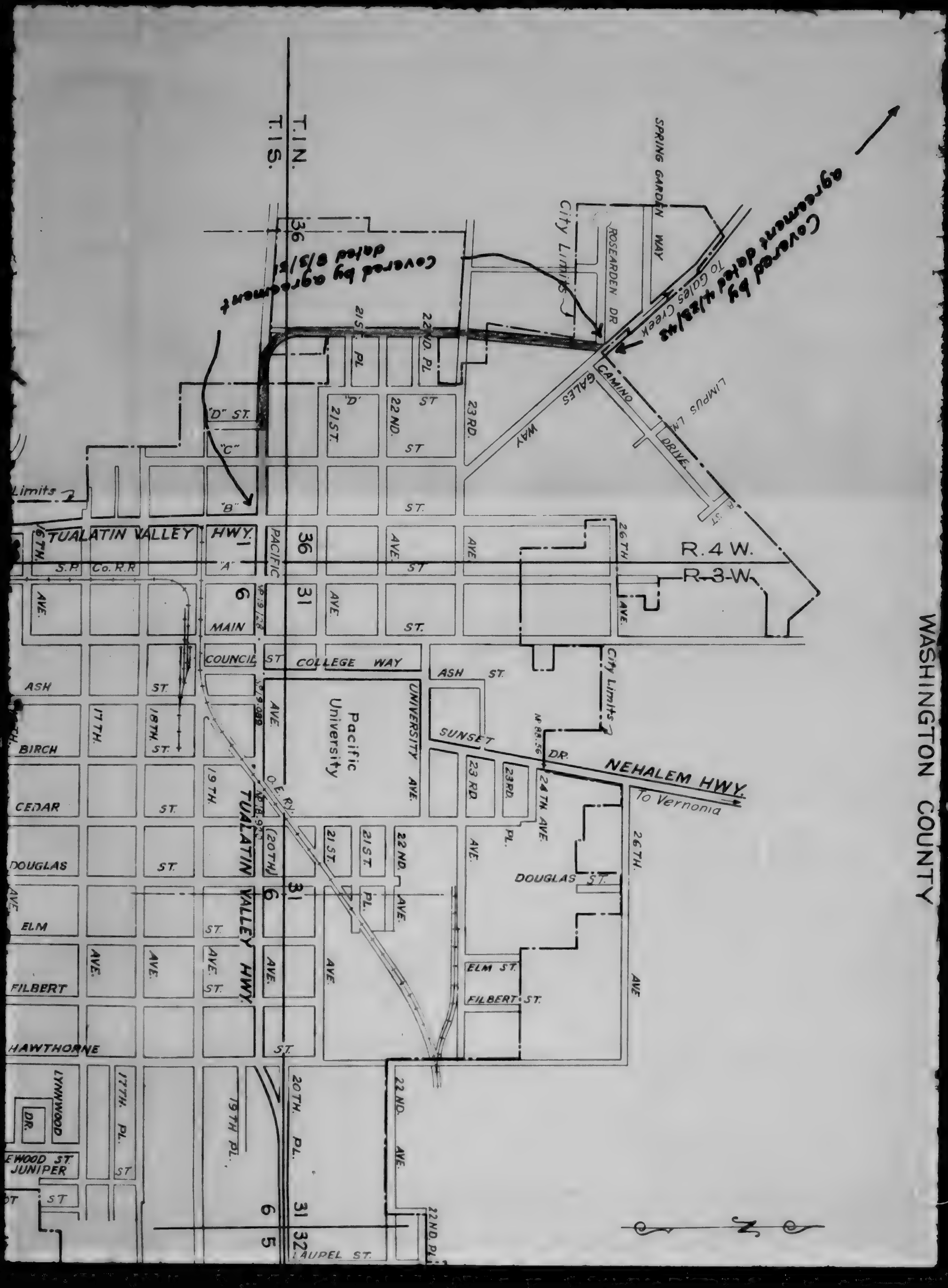
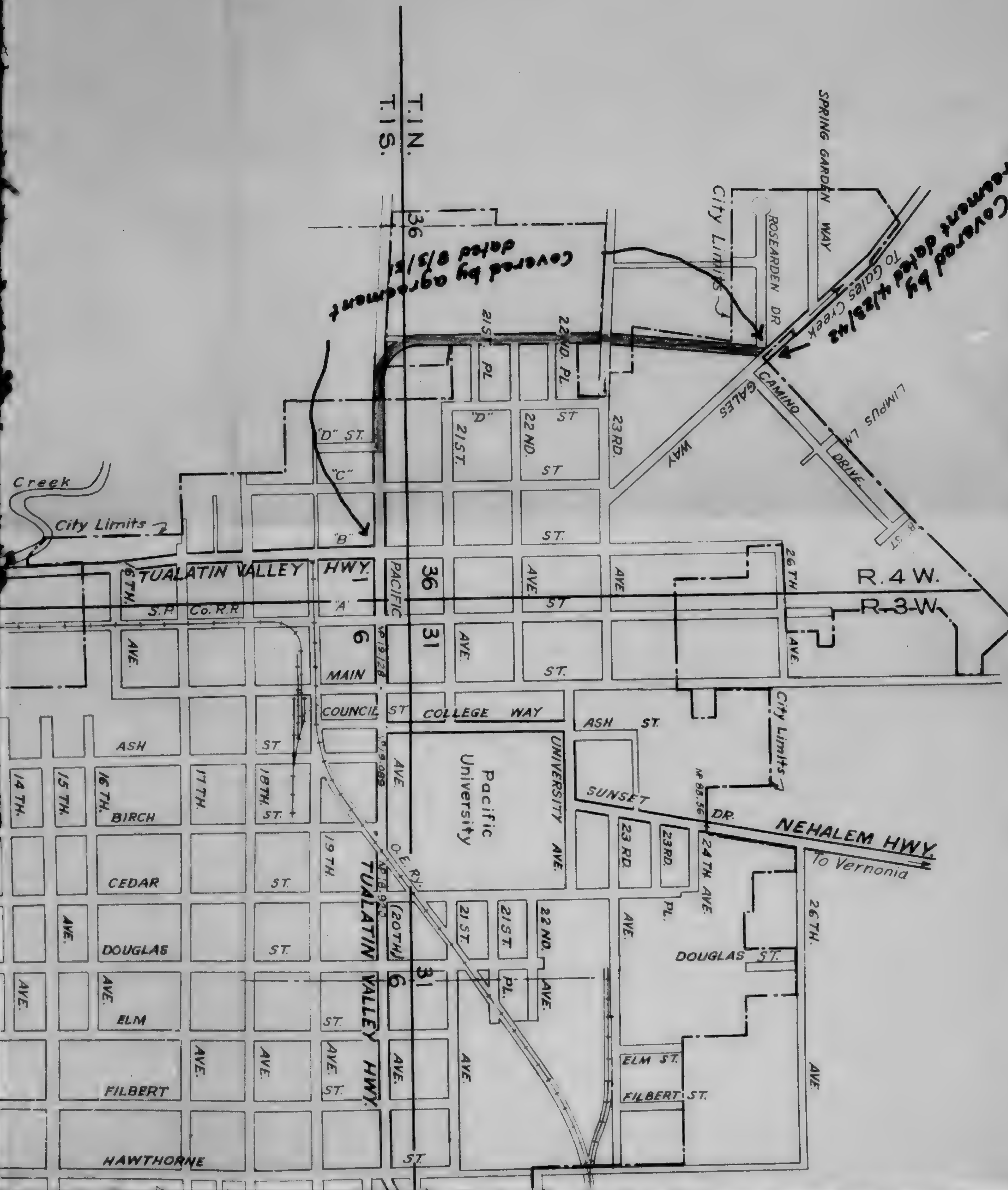
ST.
17TH. PL.



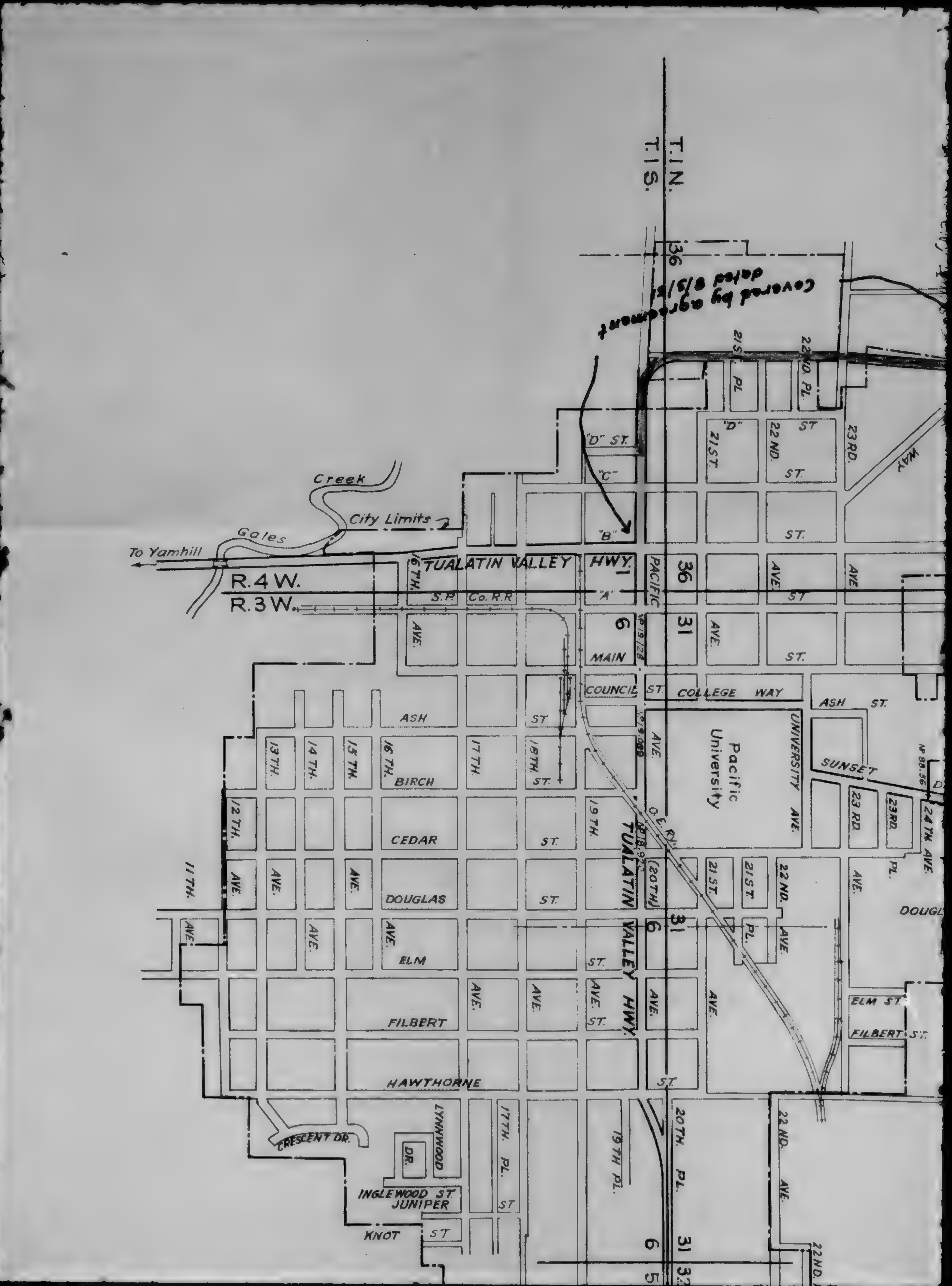
Covered by agreement dated 8/3/51

Covered by agreement dated 4/28/48



Covered by agreement dated 8/3/51

Covered by agreement dated 4/23/42


T.1N.
T.1S.
36
Covered by agreement dated 8/5/51
21ST. PL.
22ND. PL.
"D" ST.
"D" ST.
"C"
"B"
21ST.
22ND.
23RD.
WAY
ST.
Creek
Gales
City Limits
To Yamhill
TUALATIN VALLEY HWY.
16TH.
R.4W.
R.3W.
S.P. Co. R.R.
"A" ST
PACIFIC
36
6
31
AVE.
AVE.
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ST.
ST.
MAIN
COUNCIL ST.
COLLEGE WAY
ASH ST.
ASH
ST
Pacific University
UNIVERSITY AVE.
SUNSET
13TH.
14TH.
15TH.
16TH.
17TH.
18TH.
BIRCH
ST.
19TH.
O.E. RY.
23RD
23RD.
24TH AVE.
PL.
12TH.
CEDAR
ST.
TUALATIN VALLEY HWY.
(20TH)
21ST.
21ST.
22ND.
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DOUGLAS
ST.
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ELM
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AVE.
FILBERT
ST.
FILBERT ST.
HAWTHORNE
ST.
CRESCENT DR.
DR.
LYNNWOOD
17TH. PL.
19TH PL.
20TH. PL.
22ND. AVE.
INGLEWOOD ST.
JUNIPER
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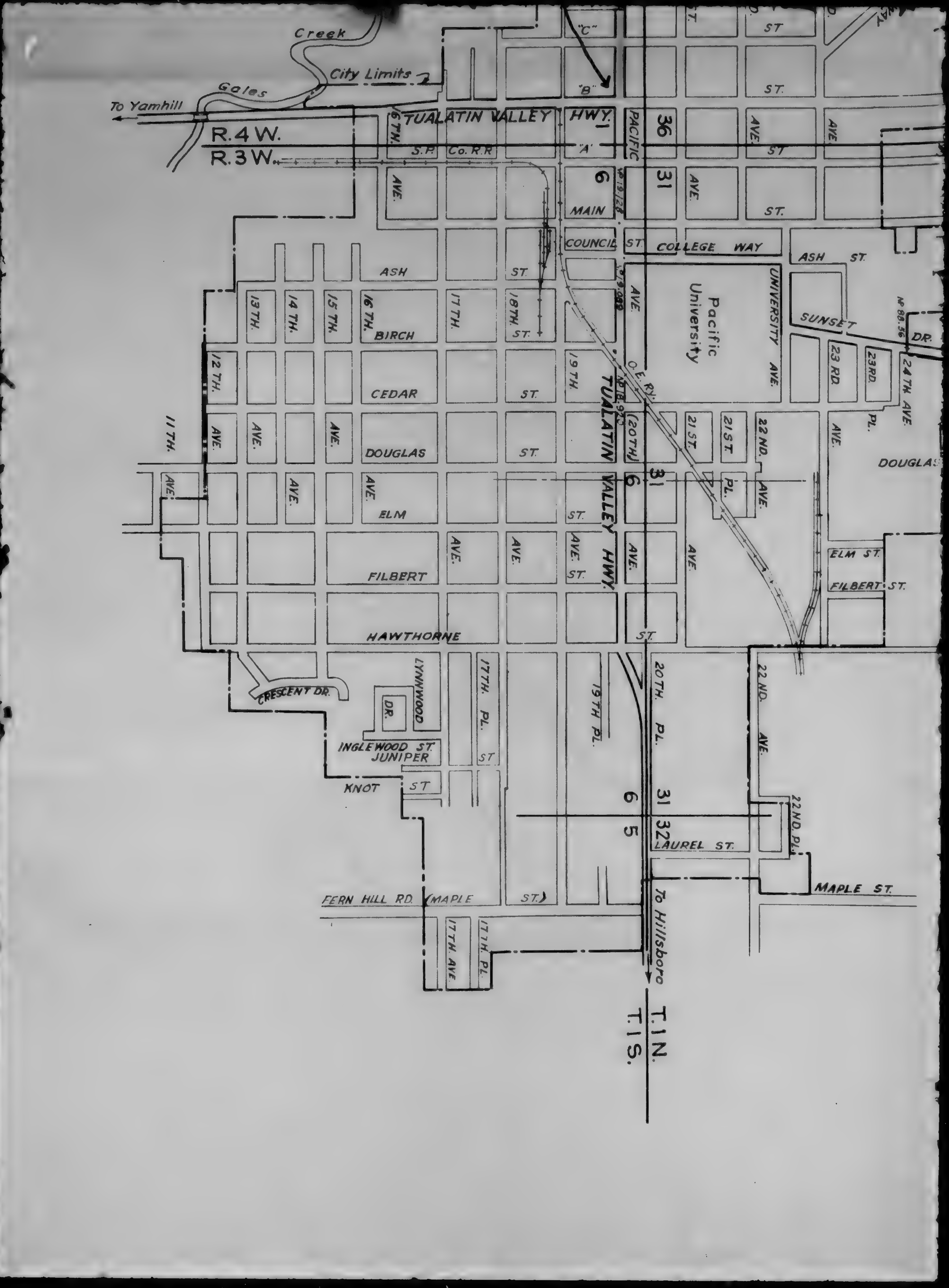
Creek
Gales
City Limits
To Yamhill
"C"
"B"
ST
TUALATIN VALLEY HWY.
16TH.
PACIFIC
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R.4 W.
R.3 W.
S.P. Co. R.R.
"A"
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MAIN
ST.
AVE.
COUNCIL ST
COLLEGE WAY
ASH ST.
ASH
BIRCH
ST.
13TH.
14 TH.
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16 TH.
17TH.
18TH.
Pacific University
UNIVERSITY AVE.
SUNSET DR.
23 RD.
23RD.
24TH. AVE.
PL.
12 TH.
11 TH.
CEDAR
O.E. RY.
19TH
TUALATIN VALLEY HWY.
(20TH)
21 ST.
21 ST.
22 ND.
DOUGLAS
DOUGLAS
ELM
ELM ST.
FILBERT
FILBERT ST.
HAWTHORNE
CRESCENT DR.
LYNNWOOD
DR.
17TH. PL.
19TH PL.
20TH. PL.
22 ND. AVE.
INGLEWOOD ST.
JUNIPER
KNOT
ST
6
31
5
32
LAUREL ST.
22ND. PL.
MAPLE ST.
FERN HILL RD. (MAPLE ST.)
17TH. AVE.
17TH. PL.
To Hillsboro
T.1 N.
T.1 S.

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[illegible]

431

June 3, 1957

Mr. M. C. Gardner
City Manager
Forest Grove, Oregon

Dear Mr. Gardner:

Enclosed is a copy of a letter to Washington County, with attachments, covering agreed disposition of sections of roads and streets in Forest Grove and vicinity over which Wilson River Highway traffic has previously been routed.

This matter is covered by an agreement dated August 3, 1951, executed by the City of Forest Grove, Washington County, and the Oregon State Highway Commission.

It is requested that both the City and County take action as necessary to carry out the terms of the agreement. If this office can be of any assistance in this matter, please advise.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

JFH,RHP:mm
Encl.

cc: C. G. Swenson

Form E-1—10M—12-56

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 31, 1957

Section Glenwood - North Plains

Kind of work Paving

Highway Wilson River County Washington

Section prefix 34-1084

Contractor Rogers Construction Co.

Contract number 4311

Date of contract Oct. 28, 1954

Specified work days

Date work started Nov. 24, 1954

Work days used

Project authorization $764,567.25

Exclusive of engineering $715,264.69

Per cent of time elapsed 100 % %

Estimated cost of completed project, exclusive of engineering $720,000.00

Estimated per cent overrun or underrun . . . . 1.8% %

Per cent of contract completed, based on total contract price . . . . 100% %

Engineering authorization $49,302.56

Engineering cost to date $58,300.00, 118% %

Date project was completed May 31, 1957

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The paving of this project has been completed on May 21, the shoulder rock is all placed & the painting of guard rail is complete. This project is 100% complete as of may 31, except for minor clean up which will be completed next week.

The final records should be complete and submitted by June 10th.

This will be the final weekly report submitted for this project.

Noted
M. N. Juve

NOTED

CONSTRUCTION DIVISION
RECEIVED
JUN 3 1957

NOTED—Cy ☐ CE ☐ ACE ☐ ACE ☐ ☐ COE

Signed William E. Maltby by J. Ryan

Address Box 86, Banks

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 134

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.40	9.40			9.67
Miles partially completed					
Miles completed	0.40	9.40			9.67
Total estimated quantities (contract)	17,500	182,000			45,000
Total quantities corrected to date	15,107	214,365			43,650
Estimated quantities moved or placed to date	15,107	214,365			43,650
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	Partly Cldy		
Saturday	" "		

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MAY 31 1957
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BF-313(1)

4311

May 29, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on May 22, 1957, on Contract No. 4311, Glenwood-North Plains Section, in Washington County, in connection with Federal Aid Project No. BF-313(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

CC: Clarence G. Swenson
DBP:cr

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APR 30 1957
FOR FILING

4211

April 26, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of April 18, 1957, requesting additional provisions covering payment to the contractor for washing gravel, Price Agreement No. 8, Contract No. 4311, Glenwood-North Plains Section in Washington County, Oregon Project HF-313(1).

It has been established by precedent and practice that when we specify a source which must be used or when we offer a "source of acceptable material", it carries with it a guarantee that there will be adequate material of suitable quality for the whole contract, unless the provisions specifically state otherwise.

In the current instance, it was our belief at time of receiving bids that the gravel deposit, the use of which for stone base was mandatory, would provide adequate quantities of suitable material for the entire contract. The provisions under binder course, paving and seal coat which offered the same source to the contract, but made its use optional, do not detract from or in any way change the basic concept of state responsibility for the adequacy of the state-controlled source.

Normally, bidders plan on a single setup of their plant and expect an adequate supply of materials for all purposes from any state-controlled source designated in the special provisions. The contractor's plant was set up in our designated source, and material was produced there till the supply of suitable material was exhausted. The option of sources left to the contractor for binder course, paving and seal was not in question during stone base construction when exhaustion of the state source occurred. Substitution of the new source for the old, when approved and permitted, placed the new source in the same position as to state responsibility, as the original state source.

As the State's responsibility is definite for stone base material in the substituted source, and as the contractor elected to use his option to obtain binder, paving and seal material from this accepted substitute source, the state's responsibility for adequacy of materials therefrom for the whole of the project holds thereto the same as it would have held to the original source.

We believe the extra expense under Price Agreement No. 8, is therefore, an eligible cost.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DDP:er

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

Mr Prewitt

08-35

April 18, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project BF-313(1)
Glenwood-North Plains Sec.,
Wilson River Highway - Contract
No. 4311

Dear Sir:

Price Agreement No. 8 provides for additional payment to the contractor for the washing of gravel obtained from the Dugdale Pit. The agreed price of $0.55 per cubic yard appears reasonable in the light of the analysis submitted with your April 2 letter.

As the specifications are specific in their requirement that the stone base be obtained from the original designated source, it would seem that the State would be responsible for its adequacy. However, the special provisions covering aggregates for binder course, asphaltic concrete pavement, shoulder seal, etc., do not limit the contractor to use of material from a specified source and the State's responsibility for quantity and quality of the material available may be questionable.

In order that we may determine whether or not the additional cost of washing the aggregate materials is an eligible cost, please quote any specifications or provisions that are considered applicable.

Very truly yours,

G. G. Polk

C. G. POLK
District Engineer

RECEIVED
APR 18 1957
OFFICE OF
STATE HIGHWAY ENGINEER

A

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1957
FOR FILE

FORM E-30X—37,500—8-56—96658

BF-313(1)

4311

W. C. [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 15, 1957

SUBJECT: Glenwood-North Plains Section
Wilson River Highway
Contract No. 4311

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
Box 4699, Sellwood Station
Portland 2, Oregon

In accordance with our telephone conversation this morning, you are advised that while paving is in progress on the top lift on the subject named job traffic shall be routed around by the old route. Please see that several days' notice is given to interested parties and enough publicity in the area to insure that no hardship will arrise out of this maneuver.

It is Mr. Cooper's wish in the matter that the road not be closed until absolutely necessary, the job prosecuted vigorously, during the closure, and opened as soon as possible.

Tom Edwards
Construction Engineer

By L. H. Young

L. H. Young
Ass't Construction Engineer

LHY:jc

cc Forrest Cooper ✓

To W.C.W.

NOTED
FORREST COOPER

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APR 15 1957
OFFICE OF
STATE HIGHWAY ENGINEER

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APR 11 1957
FOR FILING

EF-313(1)

4311

April 2, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

In response to your letter of March 26, 1957, requesting an analysis of additional costs due to washing on the Glenwood-North Plains Section of the Wilson River Highway in Washington County, Contract No. 4311, Oregon Project No. EF-313(1), we are enclosing herewith a copy of report on costs prepared by our Cost Analyst.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DHP:ia

Encl.

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

[illegible]

[illegible]

SUBJECT: [illegible]

To: Mr. Tom Edwards
Construction [illegible]
O F F I C E

Herewith is [illegible] comparison [illegible] cost of production of [illegible] materials on the [illegible] project, Contract No. 2311, between the original gravel [illegible] and the [illegible] pit.

The difference reflects the additional cost [illegible] by the necessity of washing the gravel in the [illegible] and wet materials. These [illegible] the production capacity of the plant, [illegible] as shown below:

	Cost of Material produced in [illegible] Pit:	Cost of Material produced in [illegible] Pit:
Labor, Including [illegible]	$ [illegible].35	$ 9[illegible],130.15
Equipment Rentals	[illegible].8[illegible]	[illegible].78
Gas, Oil and Grease	[illegible].44	11,[illegible]7.03
Electric Power	[illegible]	6,[illegible].13
Repairs & Misc. Supplies	[illegible]	[illegible].81
Total Cost	$ 105,[illegible].14	$ 250,300.10
[illegible] Yards Produced	148,929	176,379
[illegible] per cu.yd.	$ [illegible]	$ [illegible].423

[illegible] Additional Cost due to Washing.

Maurice N. Jon[illegible]
Chief Cost Analyst

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

Mr. Proctor ET

08-35

March 26, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project BF-313(1)
Glenwood-North Plains Section
of the Wilson River Highway

Dear Sir:

Price Agreement No. 8, in connection with Contract No. 4311 on the subject project, provides additional compensation for washing of the crushed gravel surfacing material obtained from the Dugdale Pit.

Before we can approve the additional cost due to washing, it is necessary that we know how the cost was determined. Please furnish an analysis supporting the unit costs shown on the price agreement.

Very truly yours,

CGPolk
C. G. Polk
District Engineer

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MAR 27 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 9 - 1957
FOR FILING

BF 513(1)

4311

SHELL OIL COMPANY
1220 S. W. MORRISON STREET
PORTLAND 5, OREGON
TELEPHONE CAPITOL 8-7331

April 2, 1957

Glencoe-North Plains Paving

Babler Bros., Inc.
4617 S. E. Milwaukie
Portland, Oregon

Gentlemen:

The Oregon State Highway Commission have in 1957 discontinued the following grades of Penetration Paving Asphalts - 100-120 Pen. and 150-200 Pen. Their current specifications include the following Penetration Grades: 60-70, 85-100, 120-150, and 200-300 Pen. Asphalt, which are the only products we have available for normal shipment.

It is noted that your contract No. 4311 with the Oregon State Highway Commission calls for 2,700 tons of 100-120 Penetration Paving Asphalt.

In order to eliminate any possible delays in shipment, it is suggested that you contact the engineer in charge of this job to determine which of the available grades they wish to substitute for the discontinued grade called for in the specifications.

Upon hearing from you in this regard, we will complete the necessary details in this office to expedite shipments upon your request.

Yours very truly,

K. R. Blee
K. R. Blee
Asphalt Manager

Apr. 5, 1957
O.S.H.C.:
Please advise.
Babler Bros., Inc.
R H Richards
~~E. A. [illegible]~~

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MAR 23 1957
FOR FILING

FORM E-30X—37,500—8-56—96658

CF. 312(1)

431

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
March 22nd, 1957

SUBJECT: Glenwood-North Plains

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
P. O. Box 4699, Sellwood Station
Portland 2, Oregon

I attach hereto communication from Mr. Cooper concerning the Glenwood-North Plains project authorization.

As you well know, we have twice gone to the Commission for additional authorizations on this project. Part of this overrun facing us is occasioned by the fact that we did not have a true picture as to the amount of material used. Please take immediate steps to see that this project is entirely and completely reported to the end that a true money picture is available.

I suggest that all items which are completed be immediately submitted for Salem office check in advance of the date of submission of the final estimate and in fact, in advance of the date of resumption of paving.

This project must be held within the existing authorization and we are asking you by this letter to again take all steps necessary to accomplish this end.

Tom Edwards

Tom Edwards
Construction Engineer

TE:AR
Enc.

cc to: W. C. Williams
Forrest Cooper ✓

RECEIVED
MAR 22 1957
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
MAR 22 1957
FOR FILING
LF 3/5 [illegible]

434

Salem, Oregon
March 21, 1957

Glenwood-North Plains
Contract No. 4311

Mr. Tom Edwards
Construction Engineer
Department

I have this date approved Price Agreements No. 8 and No. 9 on the Glenwood-North Plains project. The arithmetic on these agreements indicates that the final costs of the project will be approximately four per cent over authorizations to date.

The purpose of this letter is to ask that everything necessary be done to assure that this project is completed within presently allocated funds. Be sure that careful field checks are made as to the status to date and that during the completion of the work nothing is done without approval from this office that would change the financial picture.

Please give this the detailed attention necessary to assure that no additional requests for authorizations on this project will be needed.

Forrest Cooper
Deputy State Highway Engineer

FC:me

cc Mr. W. C. Williams

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MAR 21 1957
FOR FILING

March 20, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price agreement No. 8, covering washing gravel on the Glenwood-North Plains Section of the Wilson River Highway in Washington County, Contract No. 4311, in connection with Federal Aid Project No. BF-313(1)

It was necessary to use the Dugdale Pit for surfacing and paving materials after the original specified source was exhausted. It was necessary to wash the gravel, which carried a great deal of unsuitable material. Due to the excess of waste material and difficulty in cleaning the rock so it could be used, greatly increased costs were occasioned. Originally, it was not anticipated that washing in any amount would be required.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
DBP:cr

RECEIVED
MAR 21 1957
FOR FILING

ER-313(1)

March 20, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 9 covering substitution of ½" - 0 for 3/4" - 0 rock in base and shoulders on the Glenwood-North Plains Section of the Wilson River Highway in Washington County, Contract No. 4311, in connection with Federal Aid Project No. ER-313(1).

Under price agreement No. 6, approval was made to include ½" - 0 Gravel in base and shoulders. This price agreement is to exclude the 5,500 cubic yards from washing under price agreement No. 8 and to include it in the substituted materials of base and shoulders.

Your approval of this agreement at the contract price of $1.25 per cu. yd. is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
DGP:cr

RECEIVED
FEB 21 1957

FORM E30—50M—8-56—96654

RF-313(1)

4511

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 19, 1957

SUBJECT: Dispositions - Rogers Construction Company cases.

To: Mr. W. W. Stiffler
Assistant Highway Engineer
Department

Dispositions have just been received on the three overload cases involving gyppos hauling gravel for Rogers Construction Company on the Wilson River Highway, who were cited for overloads on November 28, 1956. Judge Davidson at Forest Grove declared the bail forfeited on each case on January 17, 1957. The dispositions note that the amount of bail that the judge had required the defendants to post was arrived at by reducing the statutory fine rate by 1¢, which the judge did "on account of certain factors that entered into this case."

The amount of the overloads, the fine paid and the statutory amount are shown as follows:

Amount of Overload	Fine Paid	Costs Paid	Statutory Fine
2,200# axle overload	$39.50	$4.50	$66.00
9,600# tandem axle overload	$379.50	$4.50	$480.00
11,200# tandem axle overload	$443.50	$4.50	$560.00

The dispositions note that the first and third cases were on equipment owned by Johnston & Son, Bend. The second rig was owned and operated by M. F. Osborne of Baker.

R. B. Sipprell
Director of Permits

RBS:cw
cc - Forrest Cooper

NOTED
W. W. STIFFLER

RECEIVED
FEB 20 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 7 - 1957
FOR FILING

BF [illegible]

January 4, 1957

Washington County Court
Courthouse
Hillsboro, Oregon

(Identical letter sent
Mr. M. O. Gardner
City Manager, Forest Grove)

Gentlemen:

The State recently opened to traffic the new section of the Wilson River Highway between Glenwood and North Plains. Under the agreement dated April 23, 1942 between the State, the City of Forest Grove, and Washington County, the State was to turn back to the City and County the old Gales Creek Road and those streets in Forest Grove over which the temporary routing of the Wilson River Highway was carried.

The new section from Glenwood to North Plains while open to traffic is not entirely completed, and it will be necessary to close the section to traffic when we are completing the pavement next summer. When this is done, traffic will again be routed over the Gales Creek Road into Forest Grove.

In view of this, it does not seem advisable that we turn this section of road and the city streets back to the County and City until such time as the new section is entirely completed and traffic is permanently routed over it. This will probably be early next summer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams
Mr. C. G. Swenson

Mr. Swenson: I am sending back the maps and the drafts of letters to Washington County and the City of Forest Grove. Please hold these until next summer when the pavement is entirely completed on the Glenwood-N. Plains section. G.S.P.

A

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JAN 13 1957
FOR FILING

15F-313(1)

4311

Salem, Oregon
December 27, 1956

Contract No. 4311
Glenwood-North Plains Section

William E. Maltby
Resident Hwy. Engineer
Banks, Oregon

This is to advise you that at its meeting held on December 17, 1956, the Highway Commission approved an increase of $120,000.00 in Project Authorization on Contract No. 4311, Glenwood-North Plains Section in Washington County.

The new authorization is $764,567.25. This amount should be used in all future reports.

S. H. Probert
Office Engineer

SHP:cr
cc: A. G. Skelton

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DEC 28 1956
FOR FILING

27 3151

1311

Salem, Oregon
December 27, 1956

Mr. A. G. Skelton
Division Engineer
Portland, Oregon

Thanks for your reply to my letter dated November 29 in which you advise that you in company with the Washington County Court made an inspection of the Gales Creek County Road, previously used as a temporary route of the Wilson River Highway.

As indicated in your letter of December 19, we will discontinue maintenance and the County Court will take over the obligation on January 1, if the miscellaneous work indicated in your letter is complete; otherwise upon the date you notify of completion. This work is described as minor ditch and shoulder maintenance.

W. W. Stiffler
Assistant State Highway Engineer

WWS:er

cc Mr. I. A. De France
Mr. C. G. Swensen

FORM E30—50M—11-55—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
December 19th, 1956

SUBJECT·

To: W. W. Stiffler
Assistant State Highway Engineer
Salem, Oregon

Under date of November 29, 1956 you advised that an agreement dated April 23, 1942 was entered into with Washington County for the use of the Gales Creek Road as a temporary route for the Wilson River Highway. You also advised that the Glenwood-North Plains Section of the Wilson River Highway is now completed and opened to traffic, so that the county road no longer is needed by the state, and may be returned. Necessary steps were to be taken at the December Highway Commission meeting for the adoption of a resolution to return this Gales Creek Road to Washington County. You asked that I inspect this road with the Washington County Court, then arrange to take care of any deficiencies that are found in the road before returning it to the county.

On December 14, 1956, I went over the Gales Creek Road with County Judge Seabold and the two commissioners. After an inspection of the road with the county court, they agreed to take back the Gales Creek Road from the north city limits of Forest Grove to a point immediately south of the junction of the Gales Creek Road with the new Wilson River Highway.

The inspection with the court indicated that a few minor items should be taken care of before the road is turned back to the county. These include minor ditch and shoulder maintenance, which is now being taken care of by our maintenance crew. This work should be completed shortly after the first of the year. I believe the county court would be agreeable to it being turned back any time between about the first and 10th of January.

A. G. SKELTON
Division Engineer

AGS:w
cc: B. P. Huntley

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DEC 21 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
W. W. STIFFLER

A

RECEIVED
DEC 21 1956

FOR FILING

BF-313(1)

4311

December 20, 1956

Mr. Chas. H. Reynolds
State Highway Commissioner
P. O. Box 898
La Grande, Oregon

Dear Mr. Reynolds:

Enclosed herewith is a chart showing the traffic pattern on the newly opened Glenwood-North Plains Section of the Wilson River Highway. You will note from this chart that, of 1800 vehicles approaching the westerly intersection, 750 vehicles took the new routing and 1150 took the old routing to Forest Grove.

I wish to advise, however, that this first count is nowise indicative of the true picture, as a three-day count was taken on Monday, Tuesday, and Wednesday, December 3, 4, and 5, at which time the weather was very bad, with some snow. The through traffic between Portland and the coastal beaches is at a low point in the winter time and particularly during the periods other than Saturdays and Sundays. During week ends, and particularly the summer months, the through traffic between Portland and the ocean beaches is so large that a tremendous congestion was created on the old routing through Cornelius, Forest Grove, and Hillsboro.

For the above reasons no particular emphasis should be placed on this first traffic count.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:hi
Encl.

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JAN 10 1957
FOR FILING
FORM 530—50M—2-55—82986

BF-3121(1)

4311

AGENDA
DEC 17 1956
5-k

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 11, 1956

SUBJECT: Temporary Route,
Wilson River Highway
(Gales Creek County Road)
Washington County

To: Mr. W. W. Stiffler
OFFICE

Attached are three copies of a resolution returning to Washington County the Gales Creek County Road which has been used by the State as the temporary route of the Wilson River Highway since 1942. The resolution also eliminates the road as part of the highway system.

The resolution has been checked in this office and may now be presented to the Highway Commission for adoption.

Robert H. Prange
Robert H. Prange
Office Engr., County & City Relations

RHP:mm
Att.

APPROVED
ASST STATE HIGHWAY ENGINEER
Date Dec 17, 1956

RECEIVED
DEC 12 1956
OFFICE OF
STATE HIGHWAY ENGINEER

D

NOTED
W. W. STIFFLER

M

RECEIVED
DEC 11 1956
FOR FILING
BF-313(1)
1311

December 10, 1956

Seaside Chamber of Commerce
20 North Columbia
Seaside, Oregon

Attention: Mr. Malcolm H. MacEwan, Manager

Gentlemen:

In reply to your letter of December 4, I wish to advise that the present intersection of the Wilson River and Sunset Highways near North Plains is for temporary use only, as it was not possible to complete the more elaborate plan due to weather conditions this fall.

The construction of a full traffic separated interchange at this point is a part of our present contract, and it will be completed and put in operation when weather permits the completion of the work in the spring or early summer of 1957.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper

FC:me fn

SEASIDE CHAMBER OF COMMERCE
20 NORTH COLUMBIA
SEASIDE, OREGON
Malcolm MacEwan, Manager

PHONES 42 OR 954

December 4, 1956

Mr. W. C. Williams, State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Williams:

The Board of Directors of the Seaside Chamber of Commerce this morning expressed its concern about the intersection of the Sunset Highway with the new Tillamook cut-off at North Plains.

It is felt that not enough space is presently available to East-West traffic past this point. The board asks that you inform this office about any future projects for widening the highway at this junction or about any underpass that might be constructed.

The board respectfully calls your attention to the fact that the increased spring and summer traffic on these routes as now laid out will greatly increase the chances of serious accidents.

Yours very truly,

SEASIDE CHAMBER OF COMMERCE

Malcolm H. MacEwan

Malcolm H. MacEwan, Manager

MHM:db

cc: Astoria Chamber of Commerce

NOTED
FORREST COOPER

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[illegible] 1956
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RECEIVED
DEC 13 1956
FOR FILING

FORM 230—50M—11-55—90224

BF-313(1)

4311

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 7, 1956

SUBJECT: Glenwood-North Plains
Wilson River Highway
Contract No. 4311

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

In accordance with your instructions, I have reviewed the subject named job for adequacy of the request for additional project authorization in the light of Rogers Construction Company's billing for washing the gravel which has just been received.

It is apparent that the washing of this material is going to cost us more than the $40,000 which was requested for this purpose in my letter of October 30. It is now thought that the cost of the washing will amount to approximately $66,000. It is therefore recommended that the request of October 30 be increased in the amount of $26,000, for a total increase in authorization of $132,000.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

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DEC 7 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
1956
FOR FILING
FORM 230—50M—11-55—90228

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 30, 1956

SUBJECT:

To: Mr. W. W. Stiffler
Assistant Highway Engineer
Department

Herewith copies of three weight reports dated November 28 showing overloads apprehended by weighmasters on three gyppo gravel trucks hauling for Rogers Construction Company on the Glenwood-North Plains section of the Wilson River Highway.

The two weighmasters had been working at the loadometer pit near the county line, Mile Post 32.61, and were proceeding to the Sunset Highway for the purpose of checking short haul loggers who can only be weighed with loadometers. The first gravel truck was observed to enter the highway near the west end of the new section from a nearby gravel pit. It appeared to be badly overloaded and was followed for a distance of approximately 3½ miles until a suitable place was found for weighing, whereupon the driver was stopped and weighed. As indicated by the reports, two more gravel trucks were weighed shortly thereafter; also one log truck, a copy of this weight report being attached.

It was determined by the weighmasters that the gravel trucks were engaged in hauling to a stock pile site located approximately seven miles east of the gravel pit which as stated is near the west end of the new section. I am further advised through the weighmaster office that the one gravel truck showing the greatest overload had relatively high sideboards on it and that the load was heaped to the extent that gravel was spilling over the sideboards.

Particularly in view of the fact that it now develops these were gyppo haulers hauling for one of our contractors, I cannot see where there were even any "extenuating circumstances" on which either this office or the Division Engineer could recommend any leniency to the court.

NOTED
W. W. STIFFLER

R. B. Sipprell
Director of Permits

12-4-56 No action on our part Indicated
Continue the policy outlined in
R.H.B. letter 11-2-55 Page 2
Wt. limitations on hauling over
Completed A.C. Base courses

RBS:cw
Attachments

RECEIVED
1956
OFFICE OF
STATE HIGHWAY ENGINEER

Form D

OREGON STATE HIGHWAY DEPARTMENT

WEIGHT REPORT

ALL COMMODITIES except Logs, Poles or Piling

COPY

Serial No. ☐

Time 12:57 P.M.

Scale Hwy. 37 - M.P. 45.74 | 34 (Co.) | 50 (No.)

Direction: North 1 ☐ South 2 ☐ East 3 ☒ West 4 ☐

Date 11 (Mo.) 28 (Day) 6 (Yr.)

Operator's Name and Address Riecke, Charles W. (Show only when in violation)

Address Seneca (Temp. Res. Castleman Motel) (Forest Grove)

Owner's Name ☐ Johnston & Son (Write surname first)

Address Bend

TRUCK: 1 ☒ Ore. 2 ☐ Wn. 3 ☐ Cal.

License 4 ☐ Ida. 5 ☐ ______ T (Prefix) 115520 (Number) - 6 (Yr.)

Oregon P. U. C. Plate 4 (Class) X 1 2 5 7 5 6 (Yr.)

TRAILER:

License No. -

Ore. P. U. C. Plate No. -

Other License ______

Type of Vehicle:
- Truck Ford . . . 1 ☒
- Truck and Pole Trailer 2 ☐
- Truck and Semitrailer 3 ☐
- Truck and Full Trailer 4 ☐
- Other: ______ 5 ☐

Axle Arrangement:
- 1 ☐ 2-0
- 2 ☐ 2-1
- 3 ☐ 2-2
- 4 ☐ 2-3
- 5 ☒ 3-0
- 6 ☐ 3-1
- 7 ☐ 3-2
- 8 ☐ 3-3
- 9 ☐ 2-1-2
- 0 ☐ ______

Commodity Carried: Gravel ☐ Truck Semi Tr'l'r

P. U. C. Combined Weight Rating	Registered Light Weight
Not Available	

Axle		Actual Weight		Permissible Weight	Overload	
TRUCK	Front	071	00	9900		
	Rear	432	00	32000	112	00
	Total	503	00	Do Not Total		
INT. AXLE(S) ______						
TRAILER	Front					
	Rear					
	Total			Do Not Total		
COMBINED GROSS		503	00	Do Not Total 44000	63	00

G. Axle O/L

TIRES		No.	Total Width	Check If Over Permissible Tire Weight
Truck	Front Axle	2	18	☐
	Rear 1st	4	36	☐
	Rear 2nd	4	36	☐
	Total			
Intermediate Axle(s)	1st			☐
	2nd			☐
	Total			
Trailer	Front Axle			☐
	Rear 1st			☐
	Rear 2nd			☐
	Total			

Permit No. ______

Violation Cited—Type ☐ Legalize Code ☐ - (Formula applicable)

Wheel Base:
- Truck Unit 15' 3"
- Trailer Unit ______
- Int. Axle Group ______
- Combination ______

☐

DISPOSITION:

Cited to: Forest Grove ~~Circuit~~ Justice Court ☐ on 12-5-56 (Date) for 11,200 # Tandem Axles O/L (Amount and type violation) Cit. No. 124921

VIOLATIONS OTHER THAN OVERWEIGHT:

Overwidth --

Overheight --

Overlength --

P. U. C. Reg's --

Total ☐

Hauling 6-7 Miles over A.C. Base Pave opened to Public - Nov. 16th

NJVS.

/s/ Robert R. Dwiggins D.E.
Weighmaster

Form E-288

OREGON STATE HIGHWAY DEPARTMENT

WEIGHT REPORT

ALL COMMODITIES except Logs, Poles or Piling

COPY

Serial No. ☐

Time 12:58 PM

Scale Hwy. 37 M.P. 65.76 | 34 (Co.) | 50 (No.)

Direction: North 1 ☐ South 2 ☐ East 3 ☒ West 4 ☐

Date 11 (Mo.) 28 (Day) 56 (Yr.)

Operator's Name and Address Osborne, Merton Fisher (Show only when in violation) Address 2690 7th St., Baker

Owner's Name ☐ Same (Write surname first) Address Same

TRUCK: License 1 ☒ Ore. 2 ☐ Wn. 3 ☐ Cal. 4 ☐ Ida. 5 ☐ ______ T (Prefix) 108-892 (Number) 6 (Yr.)

Oregon P. U. C. Plate 4 (Class) X 1 2 0 1 8 6 (Yr.)

TRAILER:

License No. ______ Ore. P. U. C. Plate No. ______ Other License ______

Type of Vehicle: Ford

- Truck . . . . 1 ☒
- Truck and Pole Trailer 2 ☐
- Truck and Semitrailer 3 ☐
- Truck and Full Trailer 4 ☐
- Other: ______ 5 ☐

Axle Arrangement:

- 1 ☐ 2-0
- 2 ☐ 2-1
- 3 ☐ 2-2
- 4 ☐ 2-3
- 5 ☒ 3-0
- 6 ☐ 3-1
- 7 ☐ 3-2
- 8 ☐ 3-3
- 9 ☐ 2-1-2
- 0 ☐ ______

Commodity Carried: Rock ☐ Truck Semi Tr'l'r

	P. U. C. Combined Weight Rating	Registered Light Weight
Truck	40000	14420
Semi		
Tr'l'r		

Axle		Actual Weight		Permissible Weight	Overload	
TRUCK	Front	076	00	09900		
	Rear	416	00	32000	96	00
	Total	492	00	Do Not Total		
INT. AXLE(S) ______						
TRAILER	Front					
	Rear					
	Total			Do Not Total		
COMBINED GROSS		492	00	Do Not Total 44000	52	00

G. Axle O/L

		TIRES No.	TIRES Total Width	Check If Over Permissible Tire Weight
Truck	Front Axle	2	18	☐
	Rear 1st	4	36	☐
	Rear 2nd	4	36	☐
	Total			
Intermediate Axle(s)	1st			☐
	2nd			☐
	Total			
Trailer	Front Axle			☐
	Rear 1st			☐
	Rear 2nd			☐
	Total			

Permit No. ______

Violation Cited—Type ☐ Legalize Code ☐ ______ (Formula applicable)

Wheel Base:

Truck Unit 15' 2"

Trailer Unit ______

Int. Axle Group ______

Combination ______

☐

DISPOSITION:

Cited to: Forest Grove Justice Court ☐ on 12-5-56 (Date) for 9600# Tand. Axle O/L (Amount and type violation) Cit. No. 122946

VIOLATIONS OTHER THAN OVERWEIGHT:

Overwidth ______ ☐ ☐ ______

Overheight ______ ☐ ☐ ______

Overlength ______ ☐ ☐ ______

P. U. C. Reg's ______ ☐ ☐ ______

Total ☐

/s/ Donald L. Ettner, R. D.
Weighmaster

(Over)

Form E-288

OREGON STATE HIGHWAY DEPARTMENT

COPY

WEIGHT REPORT
ALL COMMODITIES except Logs, Poles or Piling

Serial No. ☐

Time 1:08 P.M.

Scale Hwy. 37 - M.P. 45.74 | 34 (Co.) | 50 (No.)

Direction: North 1 ☐ South 2 ☐ East 3 ☒ West 4 ☐

Date 11 (Mo.) 28 (Day) 6 (Yr.)

Operator's Name and Address Osterhout, Delbert J. (Show only when in violation) Address Castleman Hotel - Forest Grove

Owner's Name ☐ Johnston & Son (Write surname first) Address Bend

TRUCK: License 1 ☒ Ore. 2 ☐ Wn. 3 ☐ Cal. 4 ☐ Ida. 5 ☐ ______ T (Prefix) 116496 (Number) - 6 (Yr.)

Oregon P. U. C. Plate 4 (Class) X 1 2 5 7 9 6 (Yr.)

TRAILER: T License No. L - 8 - 8180 - 6 Ore. P. U. C. Plate No. 4X - 12580 - 6 Other License -

Type of Vehicle:
- Truck Ford 1 ☐
- Truck and Pole Trailer 2 ☐
- Truck and Semitrailer 3 ☒
- Truck and Full Trailer 4 ☐
- Other: 5 ☐

Axle Arrangement:
- 1 ☐ 2-0
- 2 ☒ 2-1
- 3 ☐ 2-2
- 4 ☐ 2-3
- 5 ☐ 3-0
- 6 ☐ 3-1
- 7 ☐ 3-2
- 8 ☐ 3-3
- 9 ☐ 2-1-2
- 0 ☐ ______

Commodity Carried: ☐ Truck Semi Gravel Tr'l'r

P. U. C. Combined Weight Rating	Registered Light Weight
24000	8660
Not available	

Axle		Actual Weight		Permissible Weight	Overload	
TRUCK	Front	073	00	11000		
	Rear	189	00	18000	9	00
	Total	262	00	Do Not Total		
INT. AXLE(S)						
TRAILER	Front					
	Rear			Do Not Total		
	Total	202	00	18000	22	00
COMBINED GROSS		464	00	Do Not Total		

G. Axle O/L

			TIRES No.	Total Width	Check If Over Permissible Tire Weight
Truck	Front Axle		2	20	☐
	Rear	1st	4	40	☐
		2nd			☐
	Total				
Intermediate Axle(s)	1st				☐
	2nd				☐
	Total				
Trailer	Front Axle		4	40	☐
	Rear	1st			☐
		2nd			☐
	Total				

Permit No. ______

Violation Cited—Type ☐ Legalize Code ☐ - (Formula applicable)

Wheel Base:
- Truck Unit 13'
- Trailer Unit ______
- Int. Axle Group ______
- Combination 27' 7"

☐

DISPOSITION:
Cited to: Forest Grove [redacted] Justice Court ☐ on 12-5-56 (Date) for 2200 # Single Axle O/L (Amount and type violation) Cit. No. 124922

VIOLATIONS OTHER THAN OVERWEIGHT:

Overwidth	--	☐	☐
Overheight	--	☐	☐
Overlength	--	☐	☐
P. U. C. Reg's	--	☐	☐
Total			☐

/s/ Robert R. Dwiggins D.E.
Weighmaster

FORM 2-204 (REVISED)—250M—1-51

OREGON STATE HIGHWAY DEPARTMENT

WEIGHT REPORT—LOGS OR PILING

Serial No. ☐

Time 1:10 P.M.

Direction: North 1 ☐ South 2 ☐ East 3 ☒ West 4 ☐

Date 11 (Mo.) 28 (Day) 6 (Yr.)

Scale Hwy 37 - M.P. 45.74 34 (Co.) 50 (No.)

Operator's Name and Address Small, George Albert (Show only when in violation) Address 637 SE 34d, Hillsboro

Owner's Name ☐ McClellan, W. A. (Write surname first) Address Rt. 1 Box 211A, Hillsboro

TRUCK: License 1 ☒ Ore. 2 ☐ Wn. 3 ☐ Cal. 4 ☐ Ida. 5 ☐ T (Prefix) 137-280 (Number) 6 (Yr.)

Oregon P. U. C. Plate 4 (Class) X 7 5 5 4 6 (Yr.)

TRAILER: License No. ______ Ore. P. U. C. Plate No. ______ Other License ______

Type of Vehicle: Int.

- Truck 1 ☒
- Truck and Pole Trailer 2 ☐
- Truck and Semitrailer 3 ☐
- Truck and Full Trailer 4 ☐
- Other: ______ 5 ☐

Axle Arrangement:

1	☐	2-0	6	☐	3-1
2	☐	2-1	7	☐	3-2
3	☐	2-2	8	☐	3-3
4	☐	2-3	9	☐	2-1-2
5	☒	3-0	0	☐	

Commodity Carried: ☐ 23 Logs 4 Binders

	P. U. C. Combined Weight Rating	Registered Light Weight
Truck	41900	13150
Semi		
Tr'l'r		

Axle		Actual Weight		Permissible Weight	Overload	
TRUCK	Front	045	00	09900		
	Rear	344	00	32000 Do Not Total	24	00
	Total	389	00			
INT. AXLE(S)						
TRAILER	Front					
	Rear			Do Not Total		
	Total			Do Not Total		
COMBINED GROSS		389	00			

G. Axle O/L

TIRES			No.	Total Width	Check If Over Permissible Tire Weight
Truck	Front Axle		2	18	☐
	Rear	1st	4	36	☐
		2nd	4	36	☐
	Total				
Intermediate Axle(s)	1st				☐
	2nd				☐
	Total				
Trailer	Front Axle				☐
	Rear	1st			☐
		2nd			☐
	Total				

Permit No. ______

Violation Cited—Type ☐ Legalize Code ☐ ______ (Formula applicable)

Wheel Base:
Truck Unit 18'4"
Trailer Unit ______
Int. Axle Group ______
Combination ______ ☐

DISPOSITION: Cited to: Forest Grove Justice Court ☐ on 12-5-56 (Date) for 2400# Tand Axle o/l (Amount and type violation) Cit. No. 122947

VIOLATIONS OTHER THAN OVERWEIGHT:

Overwidth ______ ☐ ☐

Overheight ______ ☐ ☐

Overlength ______ ☐ ☐

P. U. C. Reg's ______ ☐ ☐

Total ☐

/s/ R.D. Donald L. Ettner Weighmaster

RECEIVED
NOV 30 1956
FOR FILING

Salem, Oregon
November 29, 1956

Temporary Route,
Wilson River Highway No. 37
(Gales Creek County Road)
Washington County

Mr. A. C. Skelton, Division Engineer
Oregon State Highway Department
Box 4699, Sellwood Station
Portland 2, Oregon

Pursuant to an agreement dated April 23, 1942, between the State and Washington County, the Highway Commission took over the Gales Creek County Road as a temporary route of the Wilson River Highway. Since the Glenwood-North Plains Section has been completed and opened to traffic, the county road is no longer needed by the State and may be returned to the County. The necessary steps have been taken for the Highway Commission to adopt a resolution at its December 17-18 meeting to remove the temporary route from the highway system and to return the Gales Creek Road to Washington County.

Under the terms of the agreement the State is to return the road to the County in a satisfactory condition. Please contact Washington County to inspect and correct any deficiencies in the road before it is given back to the County.

W. W. Stiffler
Assistant State Highway Engineer

RHP:mm
cc: Hon. Harry M. Seabold,
Washington County Judge

I. A. DeFrance
C. G. Swenson

RECEIVED
NOV 29 1956
FOR FILING

[illegible] 5/3(1)

4311

Salem, Oregon
November 29, 1956

Temporary Route,
Wilson River Highway No. 37
(Gales Creek County Road)
Washington County

Mr. Robert L. May
Assistant Chief Counsel
OFFICE

Pursuant to an agreement dated April 23, 1942, between the State and Washington County, the Highway Commission assumed maintenance of the Gales Creek County Road as the temporary route of the Wilson River Primary Highway No. 37 until such time as the new route of the Wilson River Highway was completed and opened to public travel.

Inasmuch as the Glenwood-North Plain Section of the Wilson River Highway has been completed and opened to public travel and the Gales Creek County Road is no longer used as the temporary route of the Wilson River Highway, it is now possible for the State to allow the road to revert to Washington County.

Please prepare a resolution for adoption by the Highway Commission removing the Gales Creek County Road as the temporary route of the Wilson River Highway and returning jurisdiction of said road to Washington County. Twelve copies of the resolution will be needed in addition to any required by the Legal Division.

Anything you can do to expedite the preparation of this resolution for action at the December 17-18 Commission meeting will be appreciated.

W. W. Stiffler
Assistant State Highway Engineer

RHP:mm

cc: C. G. Swenson

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FOR FILING

4311

November 20, 1956

Oregon State Highway Commission

Gentlemen:

You will perhaps recall that we have had a great deal of difficulty on the Glenwood-North Plains Section of the Wilson River Highway, Contract No. 4311, due to the fact that our original gravel deposit did not yield the anticipated amount of surfacing material. To aggravate this situation, considerable unstable subgrade materials have been encountered in the subgrade, the correction of which has required additional thickness of base.

Due to the above facts it became necessary to locate another source of material. This has been done with the contractor furnishing the source; however, the material from the source contained considerable dirt, had heavy overburden, and required special treatment to make it acceptable. The cumulative effects of the above-noted difficulties have resulted in an additional overrun of 16.5 per cent amounting to $106,000.

There seems to be no other alternate than to pay the additional costs generated by change in source of materials and treatment of materials to make them suitable. It is, therefore, respectfully requested that you authorize an additional $106,000 for the completion of this project.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. S. H. Probert
Mr. Tom Edwards
Mr. C. H. Maison

LHY:ar fn

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FOR FILING

BF-313 (1)

4311

September 17, 1956

Mr. L. A. Stanley
State Engineer
303 State Office Building
Salem, Oregon

Dear Sir:

I am attaching hereto the required notices of construction covering the water we are taking from Gales Creek for gravel-washing purposes under Permit No. 24354.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

Encls.

cc Mr. Forrest Cooper

FORM 220—50M—11-55—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 17, 1956

SUBJECT: Water Rights Permit
Application # 30964
Permit #24354

To:

Mr. G. S. Paxson
Assistant State Highway Engineer
Office

Attached hereto is a photo copy of Water Rights Permit No. 24354, Application No. 30964, for the appropriation of water from Gales Creek, a tributary ot Tualatin River, for washing crushed gravel. Also attached is a form for your convenience in submitting notice when construction begins, when it is completed and when the water has been completely applied to the proposed use.

The original of the above Permit has been retained in this office for the Commission's files.

Secretary

rn
Enc.

RECEIVED
SEP 17 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 6 1956
STATE ENGINEER
SALEM, OREGON

Permit No. 24354

*APPLICATION FOR PERMIT

To Appropriate the Public Waters of the State of Oregon

I, Oregon State Highway Department (Name of applicant)

of State Highway Building , Salem, Oregon (Mailing address)

State of Oregon, *do hereby make application for a permit to appropriate the following described public waters of the State of Oregon, SUBJECT TO EXISTING RIGHTS:*

If the applicant is a corporation, give date and place of incorporation

1. *The source of the proposed appropriation is* Gales Creek (Name of stream)
, a tributary of Tualatin River

2. *The amount of water which the applicant intends to apply to beneficial use is* Four (4) *cubic feet per second.*
(If water is to be used from more than one source, give quantity from each)

**3\. *The use to which the water is to be applied is* Washing Crushed Gravels (Irrigation, power, mining, manufacturing, domestic supplies, etc.)

4. *The point of diversion is located* 2100 *ft.* N. (N. or S.) *and* 1420 *ft.* W. (E. or W.) *from the* S. E. *corner of* Section 36 (Section or subdivision)

(If preferable, give distance and bearing to section corner)

(If there is more than one point of diversion, each must be described. Use separate sheet if necessary)

being within the NW¼ of the Southeast Quarter (Give smallest legal subdivision) *of Sec.* 36*, Tp.* 2 N. (N. or S.) *R.* 5 W. (E. or W.)*, W. M., in the county of* Washington

5. *The* Pipe line (Main ditch, canal or pipe line) *to be* 1600 feet (Miles or feet) *in length, terminating in the* N. E. ¼ (Smallest legal subdivision) *of Sec.* 36*, Tp.* 2 N. (N. or S.) *R.* 5 W. (E. or W.)*, W. M., the proposed location being shown throughout on the accompanying map.*

DESCRIPTION OF WORKS

Diversion Works—

6. (a) *Height of dam* .... *feet, length on top* .... *feet, length at bottom* .... *feet; material to be used and character of construction* .... (Loose rock, concrete, masonry, rock and brush, timber crib, etc., wasteway over or around dam)

(b) *Description of headgate* .... (Timber, concrete, etc., number and size of openings)

(c) *If water is to be pumped give general description* .... (Size and type of pump)

(Size and type of engine or motor to be used, total head water is to be lifted, etc.)

I, Oregon State Highway Department
(Name of applicant)

of State Highway Building , Salem, Oregon
(Mailing address)

State of Oregon, do hereby make application for a permit to appropriate the following described public waters of the State of Oregon, SUBJECT TO EXISTING RIGHTS:

If the applicant is a corporation, give date and place of incorporation

1. The source of the proposed appropriation is Gales Creek
(Name of stream)
, a tributary of Tualatin River

2. The amount of water which the applicant intends to apply to beneficial use is Four (4) cubic feet per second.
(If water is to be used from more than one source, give quantity from each)

**3. The use to which the water is to be applied is Washing Crushed Gravels
(Irrigation, power, mining, manufacturing, domestic supplies, etc.)

4. The point of diversion is located 2100 ft. N. (N. or S.) and 1420 ft. W. (E. or W.) from the S. E. corner of Section 36
(Section or subdivision)

(If preferable, give distance and bearing to section corner)

(If there is more than one point of diversion, each must be described. Use separate sheet if necessary)

being within the NW¼ of the Southeast Quarter of Sec. 36, Tp. 2 N. (N. or S.)
(Give smallest legal subdivision)

R. 5 W. (E. or W.), W. M., in the county of Washington

5. The Pipe line to be 1600 feet
(Main ditch, canal or pipe line) (Miles or feet)

in length, terminating in the N. E. ¼ of Sec. 36, Tp. 2 N. (N. or S.)
(Smallest legal subdivision)

R. 5 W. (E. or W.), W. M., the proposed location being shown throughout on the accompanying map.

DESCRIPTION OF WORKS

Diversion Works—

6. (a) Height of dam feet, length on top feet, length at bottom feet; material to be used and character of construction
(Loose rock, concrete, masonry, rock and brush, timber crib, etc., wasteway over or around dam)

(b) Description of headgate
(Timber, concrete, etc., number and size of openings)

(c) If water is to be pumped give general description
(Size and type of pump)

(Size and type of engine or motor to be used, total head water is to be lifted, etc.)

---

*A different form of application is provided where storage works are contemplated.

**Application for permits to appropriate water for the generation of electricity, with the exception of municipalities, must be made to the Hydroelectric Commission. Either of the above forms may be secured, without cost, together with instructions by addressing the State Engineer, Salem, Oregon.

PERMIT

STATE OF OREGON,
County of Marion, } ss.

This is to certify that I have examined the foregoing application and do hereby grant the same, SUBJECT TO EXISTING RIGHTS and the following limitations and conditions:

The right herein granted is limited to the amount of water which can be applied to beneficial use and shall not exceed 4.0 *cubic feet per second measured at the point of diversion from the stream, or its equivalent in case of rotation with other water users, from* Gales Creek

The use to which this water is to be applied is washing gravel

If for irrigation, this appropriation shall be limited to - - - - *of one cubic foot per second or its equivalent for each acre irrigated*

and shall be subject to such reasonable rotation system as may be ordered by the proper state officer.

The priority date of this permit is July 25, 1956

Actual construction work shall begin on or before August 24, 1957 *and shall thereafter be prosecuted with reasonable diligence and be completed on or before October 1, 19*58.

*Complete application of the water to the proposed use shall be made on or before October 1, 19*59.

WITNESS my hand this 24th *day of* August *19*56.

Lewis A. Stanley
STATE ENGINEER

No. 30964
No. 24354

PERMIT
PROPRIATE THE PUBLIC
ATERS OF THE STATE
OF OREGON

rument was first received in the
e State Engineer at Salem, Oregon,
25th day of July
2:00 o'clock P. M.

applicant:

August 24, 1956
d in book No. 64 of
page 24354

A. STANLEY
STATE ENGINEER

2 - 62 A 11

State Printing
1 26 ca

The right herein granted is limited to the amount of water which can be applied to beneficial use and shall not exceed 4.0 cubic feet per second measured at the point of diversion from the stream, or its equivalent in case of rotation with other water users, from Gales Creek

The use to which this water is to be applied is washing gravel

If for irrigation, this appropriation shall be limited to - - - - of one cubic foot per second or its equivalent for each acre irrigated

and shall be subject to such reasonable rotation system as may be ordered by the proper state officer.

The priority date of this permit is July 25, 1956

Actual construction work shall begin on or before August 24, 1957 and shall thereafter be prosecuted with reasonable diligence and be completed on or before October 1, 19 58.

Complete application of the water to the proposed use shall be made on or before October 1, 19 59.

WITNESS my hand this 24th day of August 19 56.

Lewis A. Stanley
STATE ENGINEER

Application No. [illegible]

Permit No. [illegible]

PERMIT

TO APPROPRIATE THE PUBLIC WATERS OF THE STATE OF OREGON

This instrument was first received in the office of the State Engineer at Salem, Oregon, on the 25th day of July 1956, at 8:00 o'clock A. M.

Returned to applicant:

Approved:

August 24, 1956

Recorded in book No. 64 of Permits on page 24354

LEWIS A. STANLEY
STATE ENGINEER

2 - 62 A 11

State Printing

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24354

Canal System or Pipe Line—

7. *(a) Give dimensions at each point of canal where materially changed in size, stating miles from headgate. At headgate: width on top (at water line)* .... *feet; width on bottom* .... *feet; depth of water* .... *feet; grade* .... *feet fall per one thousand feet.*

(b) At .... *miles from headgate: width on top (at water line)* .... *feet; width on bottom* .... *feet; depth of water* .... *feet; grade* .... *feet fall per one thousand feet.*

(c) Length of pipe, 1600 *ft.; size at intake,* 4 *in.; size at* .... *ft. from intake* .... *in.; size at place of use* 4 *in.; difference in elevation between intake and place of use,* 2 ft. *ft. Is grade uniform?* Variable *Estimated capacity,* .... *sec. ft.*

8. *Location of area to be irrigated, or place of use* at gravel pit.

Township North or South	Range E. or W. of Willamette Meridian	Section	Forty-acre Tract	Number Acres To Be Irrigated
2 N	5 W	36	NW , [illegible]	Gravel Washing

(If more space required, attach separate sheet)

(a) Character of soil ....

(b) Kind of crops raised ....

Power or Mining Purposes—

9. ***(a) Total amount of power to be developed*** .... *theoretical horsepower.*

(b) Quantity of water to be used for power .... *sec. ft.*

(c) Total fall to be utilized .... *feet.*
(Head)

(d) The nature of the works by means of which the power is to be developed ....

(e) Such works to be located in .... *of Sec.* ....,
(Legal subdivision)

Tp. .... **R.** ...., **W. M.**
(No. N. or S.) (No. E. or W.)

(f) Is water to be returned to any stream? ....
(Yes or No)

thousand feet.

(b) At .... miles from headgate: width on top (at water line) ....

.... feet; width on bottom .... feet; depth of water .... feet;

grade .... feet fall per one thousand feet.

(c) Length of pipe, 1600 ft.; size at intake, 4 in.; size at .... ft.

from intake .... in.; size at place of use 4 in.; difference in elevation between

intake and place of use, 2 ft. ft. Is grade uniform? Variable Estimated capacity,

.... sec. ft.

8. Location of area to be irrigated, or place of use at gravel pit

Township North or South	Range E. or W. of Willamette Meridian	Section	Forty-acre Tract	Number Acres To Be Irrigated
2 N	5 W	36	NW¼, SW¼	Gravel Washing

(If more space required, attach separate sheet)

(a) Character of soil ....

(b) Kind of crops raised ....

Power or Mining Purposes—

9. (a) Total amount of power to be developed .... theoretical horsepower.

(b) Quantity of water to be used for power .... sec. ft.

(c) Total fall to be utilized .... (Head) feet.

(d) The nature of the works by means of which the power is to be developed ....

....

(e) Such works to be located in .... (Legal subdivision) of Sec. ....,

Tp. .... (No. N. or S.), R. .... (No. E. or W.), W. M.

(f) Is water to be returned to any stream? .... (Yes or No)

(g) If so, name stream and locate point of return ....

...................., Sec. ...., Tp. .... (No. N. or S.), R. .... (No. E. or W.), W. M.

(h) The use to which power is to be applied is ....

(i) The nature of the mines to be served ....

Municipal or Domestic Suppl

24354

10. *(a) To supply the city of* ....

.... *County, having a present population of* ....
(Name of)

and an estimated population of .... *in 19*..........

(b) If for domestic use state number of families to be supplied ....

(Answer questions 11, 12, 13, and 14 in all cases)

11. *Estimated cost of proposed works,* $2000

12. *Construction work will begin on or before* July 20

13. *Construction work will be completed on or before* August 1

14. *The water will be completely applied to the proposed use on or before* ....

Oregon State Highway Commission
By: G. S. Paxson
Assistant State Highway Engineer

G S Paxson
(Signature of applicant)

Remarks:

A hole approximately 2' deep, 12 ' long, and 12' wide is to be dug below the bottom of the creek bed to form a sump for the pipe to lay in. This is the only work required in the channel of the creek. No dam or obstruction of any kind is to be placed in the creek.

STATE OF OREGON,
County of Marion, } ss.

This is to certify that I have examined the foregoing application, together with the accompanying maps and data, and return the same for ....

In order to retain its priority, this application must be returned to the State Engineer, with corrections on or before ...., *19*....

(Answer questions 11, 12, 13, and 14 in all cases)

11. *Estimated cost of proposed works,* $2000

12. *Construction work will begin on or before* July 20

13. *Construction work will be completed on or before* August 1

14. *The water will be completely applied to the proposed use on or before*

Oregon State Highway Commission
By: G. S. Paxson
Assistant State Highway Engineer

G S Paxson
(Signature of applicant)

Remarks:

A hole approximately 2' deep, 12' long, and 12' wide is to be dug below the bottom of the creek bed to form a sump for the pipe to lay in. This is the only work required in the channel of the creek. No dam or obstruction of any kind is to be placed in the creek.

STATE OF OREGON, }
County of Marion, } ss.

This is to certify that I have examined the foregoing application, together with the accompanying maps and data, and return the same for ....

In order to retain its priority, this application must be returned to the State Engineer, with corrections on or before ...., 19....

WITNESS my hand this .... *day of* ...., 19....

RECEIVED
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FOR FILING

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4511

September 4, 1956

Mr. Robert W. Phillips
Aquatic Biologist
Oregon State Game Commission
Regional Office
Corvallis, Oregon

Dear Sir:

Reference is made to your letter of August 31 concerning our gravel washing operations on Gales Creek.

This material is taken from a pit not connected in any way with Gales Creek. Water is pumped from Gales Creek which does not involve stirring up the bed of the creek. Waste water is dumped into a sump not connected with Gales Creek except by seepage through more than 200 feet of gravel-bearing material. Our work has been underway for several months and will continue for from two to three months longer. I see no way in which this operation should affect Gales Creek in any manner.

The State Highway Department has an inspector on the site whose name is Woodburn; if you care to visit the site you can contact him on the job.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. Forrest Cooper

REGION 1
NORTHWEST OREGON
ROUTE 1, BOX 325

STATE OF OREGON
OREGON STATE GAME COMMISSION
REGIONAL OFFICE
CORVALLIS

August 31, 1956

Oregon State Highway Department
State Highway Building
Salem, Oregon

Dear Sir:

The Game Commission has received notice of your application for a water right to wash gravel on Gales Creek in Washington County.

Unless care is taken in an operation of this kind, considerable harm may be done to the fish population.

We would like to visit the site on Gales Creek with a representative of your Department to review the plans of the gravel washing process.

Very truly yours,

P. W. SCHNEIDER
State Game Director

By Robert W. Phillips pl

Robert W. Phillips
Aquatic Biologist

RWP:pl
cc: L. C. Zumwalt
C. J. Campbell

RECEIVED
SEP 4 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 4 1956
FOR FILING

FF [illegible]

4311

August 31, 1956

Mr. M. C. James
State Fisheries Director
Fish Commission of Oregon
1400 S. W. Fifth
Portland 1, Oregon

Dear Sir:

Reference is made to your letter of August 23 concerning our surfacing project for which we are obtaining washing water from Gales Creek.

This project has been underway for several weeks. We pump water from Gales Creek to our washing plant, and the water from the washing plant goes into a pit separated from Gales Creek by approximately 200 feet. No silt or sediment from our operations finds its way into Gales Creek.

Our material is obtained from a pit not connected to Gales Creek in any way, and there is no possibility that any of the operations will cause siltation of Gales Creek.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
cc Mr. Forrest Cooper

COMMISSIONERS:
JOHN C. VEATCH, CHAIRMAN, PORTLAND
ROBERT L. JONES, CLIFTON
[redacted]
O. H. HINSDALE, REEDSPORT

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 1

August 23, 1956

REFERRED TO
Mr. Paxson
BY DEPUTY STATE HIGHWAY ENGINEER

Oregon State Highway Department
State Highway Building
Salem, Oregon

Gentlemen:

We recently were advised that the Oregon State Highway Department had made application for a permit to appropriate 4 cfs of water from Gales Creek for the purpose of washing crushed gravels.

We are concerned about the possibility that such an operation would result in siltation of Gales Creek to the detriment of important salmon and steelhead runs in this stream.

We would appreciate being advised as to your plans in regard to this operation, the period of time involved and in particular whether or not you have any plans for removal of silt before returning the water to Gales Creek.

Sincerely yours,

M. C. James
M. C. JAMES
STATE FISHERIES DIRECTOR

RECEIVED
AUG 27 1956
OREGON
STATE HIGHWAY COMMISSION

NOTED
G. S. PAXSON

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AUG 11 1956
FOR FILING

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4311

STATE OF OREGON
STATE ENGINEER
WATER RESOURCES DEPARTMENT
SALEM

REFER TO FILE NO. 30964

July 27, 1956

NOTED
W. C. WILLIAMS

Oregon State Highway Dept.
State Highway Building
Salem, Oregon

Gentlemen:

This will acknowledge receipt of your letter of July 5, transmitting an application in the name of the Oregon State Highway Department, for a permit to appropriate 4 cubic feet of water per second from Gales Creek for washing crushed gravel, the accompanying map, and fees in the amount of $26, for which our receipt No. 7908 has been mailed to you.

The application has been examined, given file No. 30964, and appears to be in satisfactory form.

Very truly yours,

LEWIS A. STANLEY
State Engineer

By Chris L. Wheeler
Chris L. Wheeler
Assistant

gw

NOTED
E. A. PEASE

cc Skelton +
Peterson

NOTED
L. H. Young

RECEIVED
JUL [illegible] 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 6 1956
FOR FILING

July 5, 1956

Mr. Lewis A. Stanley
State Engineer
303 State Office Building
Salem, Oregon

Dear Sir:

Herewith an application to appropriate water from Gales Creek for use in washing aggregates. I am also attaching a print from a sketch showing in more detail the location of the proposed pumping plant and pipeline. This diversion will only be in use intermittently during such time as gravel is being removed from the gravel pit.

We do have under contract a surfacing job, which we will get underway within the next week or so.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:fn

Attachments

cc: Mr. Forrest Cooper

FORM E30—80M—11-55—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 3, 1956

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

Herewith application for appropriation of water rights for use in connection with the Dugdale gravel bar on the Glenwood-North Plains Section of the Wilson River Highway.

It is believed that this application is now ready to submit to the State Engineer.

Forrest Cooper
Construction Engineer

By Edwin A Pease
Edwin A. Pease
Construction Office Engineer

EAP:of

Encl.

RECEIVED
JUL 3 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—50M—11-55—90225

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 26th, 1956

SUBJECT: Water Right for Dugdale Property

To: Forrest Cooper
Construction Engineer
State Highway Department
Salem, Oregon

In accordance with our conversation of June 25th concerning the water right for the gravel production on the Dugdale property, I am enclosing herewith an application for permit for to appropriate the public waters of the State of Oregon. Peterson has typed in some of the necessary information, and has penciled in length and size of the pipe, so that I believe it could be completed in your office and forwarded to the State Engineer. It is my understanding that this permit is to be taken in the name of the State.

I am also enclosing a sketch map showing the Dugdale gravel pit, and its relationship to Gales Creek and to the Gales Creek and Wilson River Highways.

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: C. A. Peterson

RECEIVED
JUN 27 1956
OFFICE OF
CONSTRUCTION ENGINEER

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FOR FILING

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4311

Salem, Oregon
August 27, 1956

Contract No. 4311

Carl A. Peterson
Resident Highway Engineer
General Delivery
Banks, Oregon

At its meeting of August 16, 1956, the Highway Commission approved an increase in project authorization of $90,000.00 on Contract No. 4311, Glenwood-North Plains Section of the Wilson River Highway in Washington County.

The present project authorization is $644,567.25. This amount should be used in all future reports for this project.

S. H. Probert
Office Engineer

DHP:ia

cc: A. G. Skelton

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AUG 13 1956
FOR FILING

4-11

August 10, 1956

Oregon State Highway Commission

Gentlemen:

We have advised you verbally in the past of the extreme difficulty we have had in obtaining the requisite amount of surfacing materials on the Glenwood-North Plains Surfacing Project on the Wilson River Highway. The originally designated pit contained so many inferior materials which had to be wasted that the pit became exhausted when only about 50 per cent of the required materials had been produced. The location of another pit resulted in considerable expense, as it required a much longer haul, a heavy amount of stripping, additional cost in moving the contractor's plant, and related items, and it appears that there will be an overrun in project authorization of approximately 16 per cent, or $90,000.

We have no alternate other than to pay for the additional cost by reason of the change of the source of materials, and it is respectfully requested that you authorize additional project authorization in the amount of $90,000 on Contract No. A311, Glenwood-North Plains Section of the Wilson River Highway.

This matter will be on the agenda.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

[illegible]

cc Mr. Forrest Cooper
Mr. S. H. Probert
Mr. C. H. Maison

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 19th, 1956

SUBJECT: Glenwood-North Plains

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
P. O. Box 4699, Sellwood Station
Portland 2, Oregon

W. C. WILLIAMS

Mr. Williams has ordered that the vibratory compactor that the State is purchasing is to be used on the Glenwood-North Plains job when the Rogers Construction Co. starts laying rock.

This was the subject of a letter to you and Mr. Walker dated July 11th, 1956. The purpose of this letter is to ask that you do not overlook this as it is quite important that the compactor be used in accordance with Mr. Williams' instructions.

Forrest Cooper
Forrest Cooper
Construction Engineer

FC:AR

cc to: W. C. Williams

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OFFICE OF
STATE [illegible] ENGINEER

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JUL 2 1956
FOR FILING

FORM E-3CX—20M—11-55—90226

[illegible]

4311

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

Salem, Oregon
June 29, 1956

SUBJECT: Truck Crossing Signal
Wilson River Highway
Glenwood-North Plains Section
ORE6 - Hwy. 37 - M.P. 42.26
Contract 4311

To: W. O. Widdows
Assistant Maintenance Engineer
Highway Shops

Attached hereto are plans and cost estimate and material list for installation of a truck crossing signal on the Wilson River Highway at the above location. These plans were prepared in accord with a request from Mr. Cooper dated June 6. They have accordingly been prepared. Mr. Carl Peterson, I understand, is Resident Engineer, and the plans were prepared in cooperation with him.

I understand there is an urgency with respect to this installation as the contractor plans to start his operations shortly. The State Force Order is to be prepared covering this work.

F. B. Crandall
F. B. Crandall
Traffic Engineer

Attachments
FBC:njs

cc: W. C. Williams
Forrest Cooper
A. G. Skelton
Carl Peterson

Form No. [illegible]

BF
4311

REGON STATE HIGHWAY DEPARTM

Report on Expected Over-run of Project Authorization

Project Name Glenwood-North Plains
Date June 18, 1956
Highway Wilson River
Contract No. 4311
County Washington
Kind of Work Paving
Contractor Rogers Construction Co.

Contract Amount $505,292.00

Expected over-runs and under-runs in contract items:

Major items, itemized:

	Quantity	Unit Price	Amount
6-2-1/2"-0 Gravel in Base	32,000	1.52	$48,640.00
7-3/4"-0 Gravel in Base and Shoulders	30,000	1.57	47,100.00
9-3/4"-0 Gravel in Binder	2,300	2.72	6,256.00
11-Class "B" Asphaltic Concrete	45,000	4.95	222,750.00
13-Aggregate in Pavement Seal	230	3.32	763.60
			$325,509.60
Less items above at original bid			293,610.00
Additional cost to the State			$ 31,899.60
Minor items, unitemized algebraic total			None

Subtotal $537,191.60

Approved work orders (Price, extra work and state force orders) $27,288.00

Expected over-runs and under-runs in work orders:

Major items, itemized:

	Amount
EWO #4 Clearing & Stripping Dugdale Pit	$25,133.10
SFO Move Transformer & Power Line	1,800.00
EWO #5 Furnish Flagman	2,500.00
SFO Install Signal at Haul Road Crossing	1,500.00
	$30,933.10
Minor items, unitemized algebraic total None	0

Subtotal $595,412.70

Authorization for engineering $40,502.56

Expected over-run or under-run of engineering authorization $8,800.00

Costs not included above (explain) $0.00

Allowance for future contingencies (——% of work remaining) $

Credits to come from transfers and deductions $

Present estimate of project cost $644,715.26

Brief Statement of principal causes of over-run: Gravels in original plans almost depleted. Caused new site to be used. Removal of slides and repair of embankment slopes. Rock materials taken from Shearer's cut.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $554,567.25
Present estimate of project cost $644,715.26
Expected over-run (Amount) $90,148.01
Expected over-run (per cent) 16.26

Space to right of this line is for use of Salem office.

Submitted by: Resident Engineer
Confirmed by: Division Engineer
Noted by: Construction or Bridge Engineer
Noted by: Deputy or Assistant State Highway Engineer

State Printing 86719

RECEIVED
JUN 11 1956
FOR FILING

W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 6th, 1956

SUBJECT: Glenwood-North Plains Paving

To: Memo:

This is written as an addendum to my memo dated May 31st, 1956, copy attached, re an agreement with the Rogers Construction Co. for completion of the Glenwood-North Plains paving contract, Contract No. 4311. The terms of the May 31st, 1956 memo will remain in force except Term 6 which will be deleted by agreement between W. C. Williams and W. R. Rogers.

A price agreement is being prepared in the Salem office and will be forwarded to the contractor for execution.

The Division Engineer will write the necessary Force Account Order for the stripping and a State Force Work Order for moving the transformer bank and for the installation of traffic signals at the Wilson River Highway crossing and the necessary flagmen.

By a copy of this memo I am asking the Traffic Department to prepare a suitable layout for manually operated traffic signals to protect the crossing of the Wilson River Highway. I suggest that the person who will work out the details of the traffic control devices contact the writer for the necessary information.

Please expedite.

Forrest Cooper
Forrest Cooper
Construction Engineer

FC:AR
Enc.

cc to: W. C. Williams
F. B. Crandall
A. G. Skelton

RECEIVED
[illegible] 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 2-123 30M REVISED 2-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

May 31, 1956

This is written as a memorandum of the conference held in the office of the Construction Engineer on May 31, 1956. Representing the State were Mr. A. G. Skelton, Division Engineer, and Mr. Forrest Cooper, Construction Engineer. Rogers Construction Company was represented by Mr. W. R. Rogers.

Following is a list of items that were tentatively agreed upon in connection with the completion of the Glenwood-North Plains Paving Project in Washington County:

1. The Rogers Construction Company will buy a material source known as the Dugdale Property.
2. There will be no change in contract conditions or prices except as follows:
    - (a) Item 6 - 2½"-0 gravel in base, price increase of items to be produced from new source, 32 cents.
    - (b) Item 7 - 3/4"-0 gravel in base and shoulders material from Dugdale pit, 32 cents.
    - (c) Item 9 - 3/4"-0 gravel in binder course, 32 cents.
    - (d) Item 11 - Class B asphaltic concrete, 25 cents per ton.
    - (e) Item 13 - Aggregate in pavement seal, 32 cents.
    - (f) Items 14 through 18, inclusive - no increase in cost.
3. Stripping of the pit will be done and paid for on a Force Account basis.

4. The State will provide traffic signals for the control of traffic on the existing Wilson River Highway. Also, the State will assume the cost on a Force Account basis of a flagman at the crossing.

5. The State will assume the cost of moving the transformer bank from the former plant site to the Dugdale Property.

6. The State will indemnify the Contractor against claims by third parties resulting from water polution or contamination.

7. If during the operation involved in the production of the material it becomes necessary to install washing equipment, the problem will be resolved by agreement between the State and the Contractor.

Forrest Cooper

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MAY 28 1956
FOR FILING

[illegible]

4311

May 23, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering repair of slope damage on embankment areas on the Glenwood-North Plains Section of the Wilson River Highway in Washington County, Contract No. 4311, in connection with Federal Aid Project No. MF-313(1).

This work is necessary to repair damage due to flooding.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

Encl.

DGP:sh

RECEIVED
MAY 4 - 1956
FOR FILING

BF-313(1)
4311

May 3, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering slide removal, reshaping slopes and clearing slide areas on the Glenwood-North Plains Section of the Wilson River Highway in Washington County, Contract No. 4311, in connection with Federal Aid Project No. BF-313(1).

This work is necessary to clear the roadway before surfacing and paving.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

Encl.

DDP:ch

RECEIVED
MAR 30 1956
FOR FILING

CF = [illegible]

431

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 29th, 1956

SUBJECT: Material Sources for
Glenwood-North Plains Section

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
P. O. Box 4699, Sellwood Station
Portland 2, Oregon

Referring to the matter of materials for the completion of the Glenwood-North Plains job, it would appear to me this is pretty well bogged down. We have been aware of the shortage for some 6 or 8 months, and, while I realize the weather has been somewhat difficult, the sands of time are running out on us and something has to be done.

We have discussed this on numerous occasions and the files contain correspondence concerning it; however, here we are at the first of April apparently no nearer to a solution than we were when the shortage was first determined. As stated in my letter of January 30th, I am fearful that the contractor may bring a claim if we do not work out some solution prior to the time when he wishes to start, which in your letter of February 22nd you indicate would be around the first of May.

If you wish any help from this office in solving the problem, we will be glad to cooperate. The purpose of this letter is to urge immediate and necessary action so that a determination can be made as to ways and means of finishing this project.

Forrest Cooper
Construction Engineer

FC:AR [illegible]

cc to: W. C. Williams ✓

RECEIVED
MAR 29 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 31 1956
FOR FILING

313(1)

3

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 30, 1956

SUBJECT: Glenwood-North Plains
Wilson River Highway

NOTED
W. C. WILLIAMS

To:

Mr. A. G. Skelton
Division Engineer
State Highway Department
Box 4699, Sellwood Station
Portland 2, Oregon

Referring to the matter of a material source for the completion of the Glenwood-North Plains section of the Wilson River Highway, Rogers Construction Company contract, it seems to me that this matter has bogged down.

Some time in the near future the contractor will wish to continue the work and I do not wish to have delays chargeable to our procrastination. If you have not already done so, will you please take immediate steps to determine what can be done so that a price agreement can be worked out for the completion of the work. Rogers was in my office a week or two ago and gave me the impression that he would favor moving into a quarry on the Dugdale property if one is available.

Will you please take immediate steps to bring this matter to a determination.

Forrest Cooper
Construction Engineer

FC:ep

cc - Mr. W. C. Williams ✓

RECEIVED
JAN 30 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

FORM E-80X 37½ 9-54 73730

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 15, 1955

SUBJECT: Glenwood-North Plains

To:

Mr. A. G. Skelton
Division Engineer

NOTED
W. C. WILLIAMS

Reference is made to your letter of November 14, in which you submitted a plan and profile for a connection with the Old Cedar Canyon Road.

I have checked with City and County Relations and it is their recollection that at the time the agreement was made concerning this section of highway, that the county people indicated that this was not a county road or had been abandoned. Therefore, no provision was made for closure.

I have checked with Mr. Williams and he wishes you to contact the County Court and see if they will be agreeable to abandoning this road in view of the poor connection that will be made at this point and of the hazard attendant thereto.

However, in the event that they will not agree to the closure of the road, you are authorized to construct the same as per plan and profile you submitted.

L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:dt

cc - Mr. W. C. Williams ✓
Mr. John W. Cattrall

RECEIVED

RECEIVED
NOV 7 1955
FOR FILING

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Project Glenwood-North Plains
Highway Wilson River
Contractor 4311 Rogers Const. Co.
Submitted by C. A. Peterson

Contract No. 4311

Prefix 34-1034
County Washington
F. A. Project No. SF 113(1)
Date reported Nov. 3, 1955

REPORT ON SAMPLE OF ~~FINE~~ COARSE AGGREGATE

Source of material Gales Creek Pit

Sampled at

To be used Base Surfacing
Sampled by H. R. Woodburn

Date received Nov. 1, 1955
Quantity represented 1000 cy

TEST RESULTS

Laboratory No. 379346
Data sheet No. A 38633
Type of Material Crushed Gravel 2½-0
Treatment of sample
Screen Opening: To ¼" Sq.
¼" and below— Square

GRANULOMETRIC ANALYSIS

Retained on sieve	Per cent single sieve	Per cent accumulative	Fine aggregate
2	0	0	
1½	5.0	5.0	
1 1/4	12.2	17.2	
1	9.2	26.4	
3/4	11.0	37.4	
1/2	11.8	49.2	
1/4	15.7	64.9	
10	15.7	80.6	
40	10.2	90.8	
Pass	9.2	9.2	
Total	100.0		

Strength test, per cent of standard mortar:
Compression %
Organic material, color plate No.
Specific gravity (Le Chatelier)
Unit weight, lbs. per cu. ft., dry rodded
Unit weight, lbs. per cu. ft., loose
Fineness factor
Sodium sulfate test, per cent loss
Elutriation %
Asphalt stripping: Natural fines
Manufactured fines
Plasticity index: Natural fines 7 %
Manufactured fines %
Liquid limit: Natural fines 29 %
Manufactured fines %
% Crushed [illegible]

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:
x Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Shelton
x Resident Engineer C. A. Peterson
Dist. Maint. Supt.
Foreman
x Files
x Geology and Soils
x W. C. Williams
x Larson

Engineer of Materials

State Printing 85451

RECEIVED
OCT 26 1955
FOR FILING

CF 3313(1)

[illegible]

6108

October 26, 1955

Mr. J. Henry Fredricks
Project Engineer
U. S. Geological Survey
P. O. Box 197 (T&C)
Sacramento 21, California

Dear Sir:

I am sorry not to have answered earlier your letter of September 22 wherein you request information on the change in route numbers in the North Plains-Glenwood area. I have purposely held in abeyance response to your letter until thinking of the Department had been crystallized.

We will be submitting to the State Highway Commission at its next meeting recommendations with respect to route numbers in this area and the recommendations we will submit are as follows:

(1) ORE6 presently traverses the Wilson River Highway from US101 in Tillamook to Glenwood, thence over the Gales Creek County Road to Forest Grove, thence over the Tualatin Valley Highway to the Sunset Highway and thence common with US26 to US99W.

The present routing of ORE6 between Glenwood and Harbor Drive would be dropped completely and ORE6 would be extended easterly over the new alignment from Glenwood to the Sunset Highway, US26, near North Plains and end at that point.

(2) ORE8 has been established by a previous Commission over the Tualatin Valley Highway from Forest Grove via Hillsboro and Beaverton to the Sunset Highway near Sylvan, but, since the opening of the Wilson River Highway to Tillamook, it has not been signed.

This routing would be reactivated and extended so that it would ultimately be routed over the Gales Creek County Road from Glenwood to Forest Grove and thence over the Tualatin Valley Highway from Forest Grove via Hillsboro and Beaverton to the Sunset Highway, US26, near Sylvan.

It is anticipated that the Glenwood-North Plains section of the Wilson River Highway will be opened to traffic in August, 1956.

A sketch is attached to illustrate this situation.

Attached to Commission
letter of Oct. 26 on same
subject

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. F. B. Crandall

JAH:ng lg
Attachment

ASSIGNMENT

Date: **September 29, 1955** No. 6108 By wcw

Description: **Letter of September 22 by J. Henry Fredricks, Project Engineer, USGS, Forest Grove, asking for some information in connection with their mapping program on linking US26 near N. Plains with ORE6 between Gales Creek and Glenwood.**

Acknowledged by____ Referred to **Crandall** ✓

- __Investigate and report with recommendation
- __Such action as necessary and report
- __Comment or recommendation
- XX Return with rough draft of reply
- __Prepare reply for signature of Mr.______
- __Contact correspondent and report

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS

Executed [illegible] Report Received__________

Forest Grove, Oregon
September 22, 1955

PLEASE RETURN TO
W. C. WILLIAMS

W. C. WILLIAMS

in a mapping program in an
ghway construction program
the vicinity of North Plains,
ay 6 between Gales Creek, and

blish Highway names and numbers
arisen as to what name and
s highway.

of your employees at Banks,
become the "Wilson River
ute number superceding that
ghway between Portland and
and Glenwood, Oregon. He
ything definite on this.

ng definite on this matter?

like to know the approximate
retch of highway, as this
will affect the symbolization we use on our map.

Ca. 1956
WCW

Please send your reply to me at the following address:

U. S. Geological Survey
Topographic Division
P. O. Box 197 (T&C)
Sacramento 21, California

Thanking you for your cooperation, I am.

Sincerely yours,

J. Henry Fredricks

J. Henry Fredricks
Project Engineer, USGS

RECEIVED
SEP 29 1955
TRAFFIC ENGINEER

RECEIVED
SEP 26 1955
OREGON
STATE HIGHWAY COMMISSION

Forest Grove, Oregon
September 22, 1955

Oregon State Highway Commission
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS

W. C. WILLIAMS

Dear Sirs:

We are at present engaged in a mapping program in an area that includes your new highway construction program linking U. S. Highway 26 near the vicinity of North Plains, Oregon with Oregon State Highway 6 between Gales Creek, and Glenwood, Oregon.

As it is our policy to publish Highway names and numbers on our maps, the question has arisen as to what name and number will be assigned to this highway.

In a discussion with one of your employees at Banks, Oregon, I was told that it may become the "Wilson River Highway " with State 6 as a route number superceding that portion of the Wilson River Highway between Portland and the area between Gales Creek, and Glenwood, Oregon. He could not, however, give me anything definite on this.

Could you give us something definite on this matter?

If possible we would also like to know the approximate date of completion for this stretch of highway, as this will affect the symbolization we use on our map.

Au 1956
WCW

Please send your reply to me at the following address:

U. S. Geological Survey
Topographic Division
P. O. Box 197 (T&C)
Sacramento 21, California

Thanking you for your cooperation, I am.

Sincerely yours,

J. Henry Fredricks

J. Henry Fredricks
Project Engineer, USGS

RECEIVED
SEP 29 1955
TRAFFIC ENGINEER

RECEIVED
SEP 26 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 21 1955

FOR FILING

FORM E-30X 37½ 3-54 78730

[illegible]
4311

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 17, 1955

SUBJECT: Glenwood-North Plains
Wilson River Highway
Contract No. 4311

To:

Mr. A. G. Skelton
Division Engineer
State Highway Engineer
Box 4699, Sellwood Station
Portland, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Reference is made to Laboratory Report 377883, dated October 12, 1955, in which the plasticity index shows an excess of 1%. Two other samples taken October 11th, the same day, show satisfactory material.

Please instruct the resident engineer to maintain closer inspection of plant and pit operations so that the base course material produced is consistent.

Also, instruct the resident engineer to mark samples of base course material taken to show that corrective measures have been taken.

Very truly yours,

L. H. Young

L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

Form E-61—20M—10-54

O GON STATE HIGHWAY DEPARTM T
Materials Division

LABORATORY REPORT

Project	Glenwood-North Plains			Prefix No.	34-1064
Highway	Wilson River			County	Washington
Contractor	Rogers Const. Co.	Contract No.	4311	F. A. Project No.	RF-313(1)
Submitted by	C. A. Peterson			Date reported	Oct. 12, 1955

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Gales Creek Pit.

Sampled at Belt

To be used Base Surfacing

Sampled by N. R. Woodburn

Date received Oct. 11, 1955

Quantity represented

TEST RESULTS

Laboratory No. 377883

Data Sheet No. A-38672

Type of material Crushed Gravel 2½-0"

Screen opening: To ¼": Sq.; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2	0	0	
1½	6.6	6.6	
1¼	10.1	16.7	
1	8.4	25.1	
3/4	10.7	35.8	
½	17.3	53.1	
¼	19.4	72.5	
10	14.0	86.5	
40	6.6	93.1	
Pass	6.9	6.9	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler

Specific gravity (Le Chatelier)

Unit weight, dry rodded, lbs. per cubic foot

Unit weight, loose, lbs. per cubic foot

Fineness factor

Sodium sulfate test, per cent loss

Asphalt stripping: Natural fines

Manufactured fines

Plasticity index: Natural fines 7 %

Manufactured fines %

Liquid limit: Natural fines 29 %

Manufactured fines %

% Crushed OK

NOTED
W. C. WILLIAMS

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:

X Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Skelton
X Resident Engineer C. A. Peterson
Dist. Maint. Supt.
Foreman
X Geology and Soils
X Files
X W. C. Williams
X Larson

Engineer of Materials

State Printing 79625

Form E-81—2084—10-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project	Glenwood-North Plains	Prefix No.	9F-1084
Highway	Wilson River	County	Washington
Contractor	Rogers Const. Co. Contract No. 4311	F. A. Project No.	SF 113(1)
Submitted by	C. A. Peterson	Date reported	Oct. 5, 1955

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material	Gales Creek Pit	Sampled at	Plant
To be used	Base surfacing	Date received	Oct. 4, 1955
Sampled by	W. A. Woodburn	Quantity represented	2000 cy

TEST RESULTS

Laboratory No. 77715
Data Sheet No. A 38664

Type of material Crushed Gravel 2½-0
Screen opening: To ¼": Sq. ; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
4	0	0	
3	4.4	4.4	
2½	0.0	4.4	
2	0.0	4.4	
1½	8.5	12.9	
1¼	13.6	26.5	
1	9.7	36.2	
3/4	9.2	45.4	
1/2	10.1	55.5	
1/4	11.9	67.4	
10	11.7	79.1	
40	13.8	92.9	
Pass	7.1	7.1	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	8	%
Manufactured fines		%
Liquid limit: Natural fines	30	%
Manufactured fines		%
% Crushed	OK	

NO
W. C. WILLIAMS

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:

x Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Skelton
x Resident Engineer C. A. Peterson
Dist. Maint. Supt.
Foreman
x Geology and Soils
x Files
x W. C. Williams
x Larson

Engineer of Materials

State Printing 79625

RECEIVED
OCT 6 1955
FOR FILING

[illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 5, 1955

SUBJECT: Glenwood-North Plains
Wilson River Highway
Contract No. 4311

To:
Mr. A. G. Shelton
Division Engineer
State Highway Department
Box 4699, Sellwood Station
Portland, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Reference is made to Laboratory Reports 377061 and 377062. These reports show an excess of P.I. of 1 and 3 per cent respectively. Also these tests show a deficiency in the part passing the ¼-inch sieve of 11 to 12 per cent. This deficiency of the finer material has been common to almost all previous tests, and has shown little or no improvement, while the plasticity index excess appears to have improved.

Would you please call to the attention of the resident engineer and contractor to these specification violations and obtain the conformance desired.

Very truly yours,

L. H. Young

L. H. Young
Ass't. Construction Engineer

LHY:WCH:of

cc to: W. C. Williams ✓
Ray Webber

Form E-61—20M—10-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project Glenwood-North Plains
Highway Wilson River
Contractor Rogers Const. Co.
Submitted by C. A. Peterson

Contract No. 4311

Prefix No. 30-1004
County Washington
F. A. Project No. F [illegible]
Date reported Oct. 5, 1955

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Hales Gr. Pit
To be used Base surfacing
Sampled by H. N. Woodburn
Sampled at Plant
Date received Oct. 4, 1955
Quantity represented 2000 cy

TEST RESULTS

Laboratory No. 377316
Data Sheet No. A 38664
Type of material Crushed gravel 2½-0
Screen opening: To ¼": Sq.; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2½	0	0	
2	0.8	0.8	
1½	10.7	11.5	
1¼	12.5	24.0	
1	8.1	32.1	
3/4	11.7	43.8	
1/2	12.3	56.1	
1/4	11.7	67.8	
10	10.9	78.7	
40	14.4	93.1	
Pass	6.9	6.9	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler
Specific gravity (Le Chatelier)
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss
Asphalt stripping: Natural fines
Manufactured fines
Plasticity index: Natural fines 8 %
Manufactured fines %
Liquid limit: Natural fines 30 %
Manufactured fines %
% Crushed OK %

NOTED
W. C. WILLIAMS

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:
x Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Walton
x Resident Engineer C. A. Peterson
Dist. Maint. Supt.
Foreman
x Geology and Soils
x Files
x W. C. Williams
x Larson

Engineer of Materials

State Printing 79625

Form [illegible]

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

NOTED
W. C. WILLIAMS

LABORATORY REPORT

Project	Glenwood-North Plains	**Prefix No.**	[illegible]
Highway	Wilson River	**County**	Washington
Contractor	Rogers Const. Co.	**Contract No.** 4[illegible]	**F. A. Project No.** F 113(1)
Submitted by	C. A. Peterson	**Date reported**	Oct. 4, 1955

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material 2½" Gales Cr. pit.

Sampled at Plant

To be used Base

Sampled by M. Woodburn

Date received Sept. 30, 1955

Quantity represented

TEST RESULTS

Laboratory No. 377062

Data Sheet No. A 38662

Type of material 2½"-0 Cr. Gravel

Screen opening: To ¼": Sq.; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2	0	0	
1½	5.9	5.9	
1¼	25.6	31.5	
1	16.3	47.8	
3/4	12.3	60.1	
1/2	11.8	71.9	
1/4	9.4	81.3	
10	6.4	87.7	
40	3.7	91.4	
Pass	8.6	8.6	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	7	%
Manufactured fines		%
Liquid limit: Natural fines	31	%
Manufactured fines		%
% Crushed	OK	

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I. Deficient in material passing ¼".

TEST REPORT DISTRIBUTION:

- x Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Shelton
- x Resident Engineer C. A. Peterson
- Dist. Maint. Supt.
- Foreman
- x Geology and Soils
- x Files
- x W. C. Williams
- x Larson

Engineer of Materials

State Printing [illegible]

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OCT 6 1955
FOR FILING

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project [illegible]
Highway [illegible] River
Contractor Rogers Const. Co.
Submitted by [illegible]
Contract No. [illegible]
Prefix No. [illegible]
County Washington
F. A. Project No. [illegible] 313(1)
Date reported Oct. [illegible], 1955

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material [illegible] Cr. Pit
Sampled at
To be used [illegible]
Sampled by R. [illegible]
Date received Sept. [illegible], 1955
Quantity represented

TEST RESULTS

Laboratory No. 377062
Data Sheet No. [illegible]
Type of material 2½"-0 Cr. Gravel
Screen opening: To ¼": Sq.; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2½	0	0	
2	3.5	3.5	
1¾	6.6	10.1	
1½	22.8	32.9	
1	15.9	48.8	
3/4	13.1	61.9	
1/2	10.1	72.0	
1/4	9.8	81.8	
10	6.3	88.1	
40	3.8	91.9	
Pass	8.1	8.1	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	9	%
Manufactured fines		%
Liquid limit: Natural fines	31	%
Manufactured fines		%
% Crushed	OK	

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I. Deficient in material passing ¼".

TEST REPORT DISTRIBUTION:
- x Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Shelton
- x Resident Engineer C. A. Peterson
- Dist. Maint. Supt.
- Foreman
- x Geology and Soils
- x Files
- x W. C. Williams
- x Larson

Engineer of Materials

State Printing 79625

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FORM E-30X 37½ 3-54 73730

BF 313(1)

4311

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 3rd, 1955

SUBJECT: Base Rock

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
P. O. Box 4699, Sellwood Station
Portland 2, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Reference is made to the Glenwood-North Plains Section of the Wilson River Highway in Washington County.

Your attention is directed to Laboratory Sample Nos. 376755 and 756 which represent sample of 2½"-0" base rock for the above project. These tests indicate that this material does not pass the specifications because of excessive dirt or P.I.

It is imperative that specification control be maintained on all contracts. Any relaxing of control on an individual project will have an adverse affect on the statewide program.

Please advise the contractor on the above project that his base rock production must meet the specifications.

Very truly yours,

Ray Webber
Ass't. Construction Engineer

cc to: W. C. Williams
H. G. Smith
C. A. Peterson
J. A. Larson

RECEIVED
[illegible]
ENGINEER

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OCT 4 1955
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[illegible]-313(1)

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project Glenwood-North Plains
Highway Wilson River
Contractor 4311 Rogers Const. Co.
Submitted by C. A. Peterson

Contract No. 4311

Prefix No. [illegible]-1084
County Washington
F. A. Project No. FF-313(1)
Date reported Sept. 30, 1955

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Gales Creek Pit.
Sampled at
To be used Base Surfacing
Sampled by H. R. Woodburn
Date received Sept. 29, 1955
Quantity represented 2000 c.y.

TEST RESULTS

Laboratory No. 376888
Data Sheet No. A-38660
Type of material Crushed Gravel 2½"-0"
Screen opening: To ¼": [illegible]; ¼" and Below: Square:

NOTED
W. C. WILLIAMS

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2½	0	0	
2	~~12.~~ 1.2	1.2	
1¾	7.8	9.0	
1½	18.7	27.7	
1	15.5	43.2	
3/4	10.8	54.0	
½	12.1	66.1	
¼	11.6	77.7	
10	9.9	87.6	
40	~~6.~~ 6.2	93.8	
Pass	6.2	6.2	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler
Specific gravity (Le Chatelier)
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss
Asphalt stripping: Natural fines
Manufactured fines
Plasticity index: Natural fines 7 %
Manufactured fines %
Liquid limit: Natural fines 31 %
Manufactured fines %

% Crushed OK.

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I. Deficient in material passing ¼".

TEST REPORT DISTRIBUTION:

X Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Skelton
X Resident Engineer C. A. Peterson
Dist. Maint. Supt.
Foreman
X Geology and Soils
X Files
X W. C. Williams
X Larson

Engineer of Materials

State Printing 79088

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OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project	[illegible]-North Plains		Prefix No.	[illegible]-1084
Highway	Wilson River		County	Washington
Contractor	Rogers Const. Co.	Contract No. 4311	F. A. Project No.	F-313(1)
Submitted by	C. A. Peterson		Date reported	Sept. 30, 1955

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Gales Creek Pit.

Sampled at

To be used Base Surfacing

Sampled by H. [illegible] Woodburn

Date received Sept. 29, 1955

Quantity represented 2000 c.y.

TEST RESULTS

Laboratory No. 376869

Data Sheet No. A-38661

Type of material Crushed Gravel 2½"-0"

Screen opening: To ¼": Sq.; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2½	0	0	
2	1.3	1.3	
1½	7.3	8.6	
1¼	18.8	27.4	
1	12.1	39.5	
3/4	12.6	52.1	
½	11.1	63.2	
¼	11.1	74.3	
10	10.8	85.1	
40	9.0	94.1	
Pass	5.9	5.9	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	8	%
Manufactured fines		%
Liquid limit: Natural fines	32	%
Manufactured fines		%
% Crushed Gk.		

NOTED
W. C. WILLIAMS

RECOMMENDATIONS

Material as represented by this sample is not suitable for use.

TEST REPORT DISTRIBUTION:

- X Bureau of Public Roads
- X Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- X Division Engineer Skelton
- X Resident Engineer C. A. Peterson
- Dist. Maint. Supt.
- Foreman
- X Geology and Soils
- X Files
- X W. C. Williams
- X Larson

Engineer of Materials

State Printing 79625

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F-313(1)

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project	Glenwood-North Plains	Prefix No.	34-1004
Highway	Wilson River	County	Washington
Contractor	Rogers Const. Co. Contract No. 4311	F. A. Project No.	F-313(1)
Submitted by	C. A. Peterson	Date reported	Sept. 29, 1955

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Gales Creek Pit opposite Sta. 2243.
Sampled at
To be used Base Surfacing
Sampled by W. R. Woodburn
Date received Sept. 28, 1955
Quantity represented 2000 c.y.

TEST RESULTS

Laboratory No. 376755
Data Sheet No. A-38659
Type of material Cr. Gravel 2½-0
Screen opening: To ¼": Sq.; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2	0	0	
1¾	2.5	2.5	
1½	13.0	15.5	
1	9.3	24.8	
3/4	8.0	32.8	
½	11.5	44.3	
¼	15.7	60.0	
10	16.5	76.5	
40	12.7	89.2	
Pass	10.8	10.8	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler
Specific gravity (Le Chatelier)
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss
Asphalt stripping: Natural fines
Manufactured fines
Plasticity index: Natural fines 8 %
Manufactured fines %
Liquid limit: Natural fines 32 %
Manufactured fines %
% Crushed. OK

NOTED
W. C. WILLIAMS

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:
- X Bureau of Public Roads
- X Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- X Division Engineer Skelton
- X Resident Engineer C. A. Peterson
- Dist. Maint. Supt.
- Foreman
- X Geology and Soils
- X Files
- X W. C. Williams
- X Larsen

Engineer of Materials

State Printing 79633

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OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project ~~Glen~~ Glenwood-North Plains
Highway Wilson River
Contractor 4311 Rogers Const. Co.
Submitted by C. A. Peterson
Contract No. 4311
Prefix No. 34-1006
County Washington
F. A. Project No. RF-313(1)
Date reported Sept. 29, 1955

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Gales Cr. Pit
Sampled at
To be used Base Surf.
Sampled by H. R. Woodburn
Date received Sept. 28, 1955
Quantity represented 2000 c.y.

TEST RESULTS

Laboratory No. 376756
Data Sheet No. A-38659
Type of material Cr. Gravel 2½-0
Screen opening: To ¼": Sq.; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2½	0	0	
2	~~5~~ 4.3	4.3	
1½	5.2	9.5	
1¼	15.5	25.0	
1	11.0	36.0	
3/4	10.5	46.5	
½	11.2	57.7	
¼	11.9	69.6	
10	11.7	81.3	
40	9.6	90.9	
Pass	9.1	9.1	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler
Specific gravity (Le Chatelier)
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss
Asphalt stripping: Natural fines
Manufactured fines
Plasticity index: Natural fines 8 %
Manufactured fines %
Liquid limit: Natural fines 31 %
Manufactured fines %
% Crushed. OK

NOTED
W. C. WILLIAMS

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:
X Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Shelton
X Resident Engineer C. A. Peterson
Dist. Maint. Supt.
Foreman
X Geology and Soils
X Files
X W. C. Williams
X Larson

Engineer of Materials

State Printing 79625

Form E-81—3000—10-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project Glenwood-North Plains
Highway Wilson River
Contractor Rogers Const. Co.
Contract No. 4311
Submitted by G. A. Peterson

Prefix No. 34-1084
County Washington
F. A. Project No. MF 313(1)
Date reported Sept. 28, 1955

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Gales Creek Pit east and opposite Sta. 2263
Sampled at
To be used Base Surfacing
Sampled by W. R. Woodburn
Date received Sept. 27, 1955
Quantity represented

NOTED
W. C. WILLIAMS

TEST RESULTS

Laboratory No. 376677
Data Sheet No. A 33656
Type of material Crushed Gravel 2½"-0"
Screen opening: To ¼": Sq.; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2½	0	0	
2	1.4	1.4	
2¼	10.3	11.7	
1¼	17.3	29.0	
1	9.4	38.4	
3/4	9.7	48.1	
1/2	11.1	~~52.7~~	59.2
1/2	11.9	71.1	
10	12.2	83.3	
40	10.3	93.3	
Pass	6.2	6.2	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	10	%
Manufactured fines		%
Liquid limit: Natural fines	33	%
Manufactured fines		%
% Crushed OK		

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:
- x Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Skelton
- x Resident Engineer G. A. Peterson
- Dist. Maint. Supt.
- Foreman
- x Geology and Soils
- x Files
- x W. C. Williams
- x Larson

Engineer of Materials

State Printing 76655

Form E-61—2004—10-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project	Glenwood-North Plains			Prefix No.	34-1084
Highway	Wilson River			County	Washington
Contractor	Rogers Const. Co.	Contract No.	4311	F. A. Project No.	FF-313(1)
Submitted by	J. A. Larsen			Date reported	Sept. 27, 1955

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material	Gales Creek				
		Sampled at	Stockpile		
To be used	Base			Date received	Sept. 26, 1955
Sampled by	E. L. Johnson			Quantity represented	1000 c.y.

TEST RESULTS

Laboratory No. 376446
Data Sheet No. A-42352
Type of material 2½-0 Cr. Gravel
Screen opening: To ¼": Sq.; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2½	0	0	
2	5.1	5.1	
1¾	10.8	15.9	
1½	14.2	30.1	
1	7.8	37.9	
3/4	6.6	44.5	
½	8.6	53.1	
¼	10.3	63.4	
10	11.7	75.1	
40	15.4	90.5	
Pass	9.5	9.5	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	7	%
Manufactured fines		%
Liquid limit: Natural fines	31	%
Manufactured fines		%
% Crushed OK.		

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess PI.

TEST REPORT DISTRIBUTION:
- ☒ Bureau of Public Roads
- ☒ Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- ☒ Division Engineer Shelton
- ☒ Resident Engineer C. A. Peterson
- Dist. Maint. Supt.
- Foreman
- Geology and Soils
- ☒ Files
- ☒ W. C. Williams
- ☒ Larsen

Engineer of Materials

State Printing 73035

Form E-61—2M—10-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project	Glenwood-North Plains	Prefix No.	24-1084
Highway	Wilson River	County	Washington
Contractor	Rogers Const. Co.	F. A. Project No.	BF-313(1)
Submitted by	J. A. Larson	Date reported	Sept. 27, 1955

Contract No. 4311

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material	Gales Creek	Sampled at	Stockpile
To be used	Base	Date received	Sept. 26, 1955
Sampled by	[illegible]. L. Johnson	Quantity represented	1000 c.y.

TEST RESULTS

Laboratory No. 376445
Data Sheet No. A- 42352

Type of material 2½"-0 Cr. Gravel
Screen opening: To ¼": Sq.; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2½	0	0	
2	1.7	1.7	
1½	5.2	6.9	
1¼	10.7	17.6	
1	8.3	25.9	
3/4	7.6	33.5	
½	10.2	43.7	
¼	13.0	56.7	
10	15.4	72.1	
40	16.3	88.4	
Pass	11.6	11.6	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	6	%
Manufactured fines		%
Liquid limit: Natural fines	30	%
Manufactured fines		%

% Crushed 53.4

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:

X Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Skelton
X Resident Engineer C. A. Peterson
Dist. Maint. Supt.
Foreman
X Geology and Soils
X Files
X W. C. Williams
X Larson

Engineer of Materials

State Printing 79035

Form E-61—20M—10-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project Glenwood-North Plains
Highway Wilson River
Contractor Rogers Const. Co.
Submitted by C. A. Peterson
Contract No. 4311
Prefix No. 34-1084
County Washington
F. A. Project No. FF 313(1)
Date reported Sept. 26, 1955

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Gales Creek Pit
Sampled at Plant
To be used Base Surfacing
Sampled by H. L. Woodburn
Date received Sept. 23, 1955
Quantity represented 2000 cy

TEST RESULTS

Laboratory No. 376115
Data Sheet No. A 38654
Type of material Crushed Gravel 2½"-0"
Screen opening: To ¼" Sq.; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2	0	0	
1½	23.7	23.7	
1¼	22.8	46.5	
1	10.1	56.6	
3/4	9.8	66.4	
1/2	7.2	73.6	
1/4	7.5	81.1	
10	5.8	86.9	
40	6.4	93.3	
Pass	6.7	6.7	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	9	%
Manufactured fines		%
Liquid limit: Natural fines	33	%
Manufactured fines		%
% Crushed	55.2	%

NOTED
W. C. WILLIAMS

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I. Excess retained on 1½"
Deficient in material passing ¼"

TEST REPORT DISTRIBUTION:

- x Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Shelton
- x Resident Engineer C. A. Peterson
- Dist. Maint. Supt.
- Foreman
- x Geology and Soils
- x Files
- x W. C. Williams
- x Larson

Engineer of Materials

State Printing 79625

Form E-61—30M—10-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project	Glenwood-North Plains			Prefix No.	30-1084
Highway	Wilson River			County	Washington
Contractor	Rogers Const. Co.	Contract No.	5311	F. A. Project No.	F 119(1)
Submitted by	C. A. Peterson			Date reported	Sept. 26, 1955

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material	Gales Creek Pit	Sampled at			Plant
To be used	Base Surfacing			Date received	Sept. 23, 1955
Sampled by	H. R. Woodburn			Quantity represented	2000 cy

TEST RESULTS

Laboratory No. 376118
Data Sheet No. A 30653
Type of material Crushed Gravel 2½"-0"
Screen opening: To ¼": Sq ; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2½	0	0	
2	6.2	6.2	
1½	9.7	15.9	
1¼	17.2	33.1	
1	9.0	42.1	
3/4	11.0	53.1	
1/2	9.2	62.3	
1/4	11.3	73.6	
10	9.0	82.6	
40	9.5	92.1	
Pass	7.9	7.9	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	10	%
Manufactured fines		%
Liquid limit: Natural fines	32	%
Manufactured fines		%
% Crushed	59.8	%

NOTED
W. C. WILLIAMS

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I. Deficient in material passing ¼".

TEST REPORT DISTRIBUTION:
- x Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Shelton
- x Resident Engineer C. A. Peterson
- Dist. Maint. Supt.
- Foreman
- x Geology and Soils
- x Files
- x Larson
- x W. C. Williams

Engineer of Materials

State Printing 79635

Form E-61—30M—10-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project	Glenwood-North [illegible] Plains				
Highway	Wilson River			Prefix No.	3R-1084
Contractor	Rogers Const. Co.			County	Washington
Submitted by	G. A. Peterson	Contract No.	4311	F. A. Project No.	F 313(1)
				Date reported	Sept. 26, 1955

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material	Gales Creek Pit				
To be used	Base Surfacing	Sampled at			Plant
Sampled by	H. R. Woodburn			Date received	Sept. 23, 1955
				Quantity represented	2000 cy

TEST RESULTS

Laboratory No. ~~[illegible]~~ 376117
Data Sheet No. A 34653

Type of material Crushed Gravel 2½"-0"
Screen opening: To ¼": Sq.; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2	0	0	
1½	7.6	7.6	
1¼	19.0	26.6	
1	11.3	37.9	
3/4	13.9	51.8	
1/2	11.1	62.9	
1/4	11.3	74.2	
10	11.6	85.8	
40	8.7	94.5	
Pass	5.5	5.5	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	8	%
Manufactured fines		%
Liquid limit: Natural fines	30	%
Manufactured fines		%
% Crushed	35.5	%

NOTED
W. C. WILLIAMS

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I. Deficient in material passing

TEST REPORT DISTRIBUTION:
x Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Shelton
x Resident Engineer G. A. Peterson
Dist. Maint. Supt.
Foreman
x Geology and Soils
x Files
x Larsch
x W. C. Williams

Engineer of Materials

State Printing 79625

Form E-01—2026—10-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project	Glenwood-North Plains			Prefix No.	34-1064
Highway	Wilson River			County	Washington
Contractor	Rogers Const. Co.	Contract No.	4311	F. A. Project No.	FF-313(1)
Submitted by	C. A. Peterson			Date reported	Sept. 21, 1955

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Gales Creek Pit

Sampled at

To be used	Base Surfacing	Date received	Sept. 14, 1955
Sampled by	H. R. Woodburn	Quantity represented	2000 c.y.

TEST RESULTS

Laboratory No. ~~2951~~ 37520
Data Sheet No. L-34620

Type of material Cr. Gravel 2½"-0"
Screen opening: To ¼": Sq. ; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2	0	0	
1½	6.4	6.4	
1¼	10.4	16.8	
1	11.6	28.4	
3/4	9.5	37.9	
½	10.4	48.3	
¼	12.9	61.2	
10	15.6	76.8	
40	17.8	94.6	
Pass	5.4	5.4	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler
Specific gravity (Le Chatelier)
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss
Asphalt stripping: Natural fines
Manufactured fines
Plasticity index: Natural fines 7 %
Manufactured fines %
Liquid limit: Natural fines 27 %
Manufactured fines %
% Crushed OK

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:
X Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Shelton
X Resident Engineer C. A. Peterson
Dist. Maint. Supt.
Foreman
X Geology and Soils
X Files
X W. O. Williams
X Larsen

Engineer of Materials

State Printing 78686

Form E-61—2006—10-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project	Glenwood-North Plains			Prefix No.	34-1066
Highway	Wilson River			County	Washington
Contractor	Rogers Const. Co.	Contract No.	4311	F. A. Project No.	F-313(1)
Submitted by	C. A. Peterson			Date reported	Sept. 21, 1955

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Gales Creek Pit.

Sampled at

To be used	Base Surfacing		
Sampled by	W. H. Woodburn	Date received	Sept. 14, 1955
		Quantity represented	2000 c.y.

TEST RESULTS

Laboratory No. 375419
Data Sheet No. A-34630

Type of material Cr. Gravel 2½"-0"
Screen opening: To ¼": Sq.; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2	0	0	
1½	2.0	2.0	
1¼	22.1	24.1	
1	13.1	37.2	
3/4	10.6	47.8	
½	9.3	57.1	
¼	10.8	67.9	
10	12.2	80.1	
40	14.7	94.8	
Pass	5.2	5.2	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	7	%
Manufactured fines		%
Liquid limit: Natural fines	31	%
Manufactured fines		%
% Crushed OK		

RECOMMENDATIONS

Material as represented by this sample is not ..... suitable for use. [illegible] Excess P.I.

TEST REPORT DISTRIBUTION:
X Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer [illegible]lton
X Resident Engineer C. A. Peterson
Dist. Maint. Supt.
Foreman
X Geology and Soils
X Files
X W. C. Williams
X Larson

Engineer of Materials

State Printing 79035

Form E-61—30M—10-36

O[illegible]GON STATE HIGHWAY DEPARTM[illegible]T
Materials Division

LABORATORY REPORT

Project Glenwood-North Plains
Highway Wilson River
Contractor Rogers Const. Co. Contract No. 4311
Submitted by C. A. Peterson

Prefix No. 34-1004
County Washington
F. A. Project No. BF-313(1)
Date reported Sept. 21, 1955

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Gales Creek Pit.
Sampled at
To be used Base Surfacing
Sampled by H. R. Woodburn
Date received Sept. 16, 1955
Quantity represented 2000 c.y.

TEST RESULTS

Laboratory No. 375418
Data Sheet No. [illegible]
Type of material Cr. & Gravel 2½"-0"
Screen opening: To ¼": Sq.; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2½	0	0	
2	2.5	2.5	
1¾	5.8	8.3	
1½	11.2	19.5	
1	6.9	26.4	
3/4	4.7	31.1	
½	5.8	36.9	
¼	8.7	45.6	
10	20.0	65.6	
40	17.4	83.0	
Pass	17.0	17.0	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler
Specific gravity (Le Chatelier)
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss
Asphalt stripping: Natural fines
Manufactured fines
Plasticity index: Natural fines 11 %
Manufactured fines %
Liquid limit: Natural fines 39 %
Manufactured fines %
% Crushed [illegible]%

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I. Excess passing [illegible].

TEST REPORT DISTRIBUTION:
X Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Skelton
X Resident Engineer C. A. Peterson
Dist. Maint. Supt.
Foreman
X Geology and Soils
X Files
X H. C. Williams
X Larson

Engineer of Materials

State Printing 79625

Form E-61—20M—10-54

O[illegible]GON STATE HIGHWAY DEPARTM[illegible]T
Materials Division

LABORATORY REPORT

Project Glenwood-North Plains
Highway Wilson River
Contractor Rogers Const. Co.
Submitted by C. A. Peterson
Contract No. 4311
Prefix No. 34-1004
County Washington
F. A. Project No. FP-313(1)
Date reported Sept. 21, 1955

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Gales Creek Pit.
Sampled at
To be used Base Surfacing
Sampled by M. R. Woodburn
Date received Sept. 16, 1955
Quantity represented 2000 c.y.

TEST RESULTS

Laboratory No. 375417
Data Sheet No. [illegible]
Type of material Cr. Gravel 2½"-0"
Screen opening: To ¼": [illegible] Sq.; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2½	0	0	
2	1.5	1.5	
1¾	11.9	13.4	
1½	21.2	34.6	
~~3/4~~ 1	11.9	46.5	
3/4	9.3	55.8	
½	9.3	65.1	
¼	8.8	73.9	
10	9.7	83.6	
40	9.3	92.9	
Pass	7.1	7.1	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler
Specific gravity (Le Chatelier)
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss
Asphalt stripping: Natural fines
Manufactured fines
Plasticity index: Natural fines 9 %
Manufactured fines %
Liquid limit: Natural fines 34 %
Manufactured fines %
% Crushed OK.

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:
X Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Shelton
X Resident Engineer C. A. Peterson
Dist. Maint. Supt.
Foreman
X Geology and Soils
X Files
X W. C. Williams
X Larsen

Engineer of Materials

State Printing 79625

Form E-61—20M—10-50

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project	Glenwood-North Plains	Prefix No.	[illegible]-1004
Highway	Wilson River	County	Washington
Contractor	Rogers Const. Co.	F. A. Project No.	[illegible]-213(1)
Submitted by	C. A. Peterson	Date reported	Sept. 21, 1955

Contract No. 211

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Gales Creek Pit.

Sampled at

To be used Base Surfacing

Sampled by H. S. Woodburn

Date received Sept. 15, 1955

Quantity represented [illegible] C.Y.

TEST RESULTS

Laboratory No. [illegible]

Data Sheet No. [illegible]

Type of material Cr. Gravel 2½"-0"

Screen opening: To ¼": [illegible]; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2	0	0	
1½	10.7	10.7	
1¼	17.2	27.9	
1	10.7	38.6	
3/4	8.0	46.6	
½	7.0	53.6	
¼	10.2	63.8	
10	13.8	77.6	
40	14.6	92.2	
Pass	7.8	7.8	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	8	%
Manufactured fines		%
Liquid limit: Natural fines	34	%
Manufactured fines		%
% Crushed [illegible]		

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:

X	Bureau of Public Roads	
X	Construction Engineer	
	Maintenance Engineer	
	Bridge Engineer	
	Requisition Office	
X	Division Engineer	Skelton
X	Resident Engineer	C. A. Peterson
	Dist. Maint. Supt.	
	Foreman	
X	Geology and Soils	
X	Files	
X		W. C. Williams
X		Larson

Engineer of Materials

State Printing 79635

Form E-61—[illegible]—10-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project	Glenwood-North Plains			Prefix No.	34-1084
Highway	Wilson River			County	Washington
Contractor	Rogers Const. Co.	Contract No.	4311	F. A. Project No.	EF-313(1)
Submitted by	C. A. Petersen			Date reported	Sept. 20, 1955

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material	Gales Creek Pit.	Sampled at	Road, Sta. 2204
To be used	Base Surfacing	Date received	Sept. 19, 1955
Sampled by	M. R. Woodburn	Quantity represented	

TEST RESULTS

Laboratory No. 375562
Data Sheet No. A-34623

Type of material Cr. Gravel 2½"-0"
Screen opening: To ¼": Sq.; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2	0	0	
1½	5.6	5.6	
1¼	11.7	17.3	
1	6.1	23.4	
3/4	8.0	31.4	
½	10.3	41.7	
¼	11.7	53.4	
10	12.2	65.6	
40	12.7	78.3	
Pass	21.7	21.7	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	14	%
Manufactured fines		%
Liquid limit: Natural fines	39	%
Manufactured fines		%

% Crushed 55.5%

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:

- X Bureau of Public Roads
- X Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- X Division Engineer Skelton
- X Resident Engineer C. A. Petersen
- Dist. Maint. Supt.
- Foreman
- X Geology and Soils
- X Files
- X W. C. Williams
- X Wool e

Engineer of Materials

State Printing 79625

Form E-61—20M—10-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project	Glenwood-North Plains	Prefix No.	34-1064
Highway	Wilson River	County	Washington
Contractor	Rogers Const. Co. Contract No. 4311	F. A. Project No.	BF-313([illegible])
Submitted by	C. A. Peterson	Date reported	Sept. 20, 1955

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Gales Creek Pit.

Sampled at

To be used Base Surfacing

Sampled by H. R. Woodburn

Date received Sept. 19, 1955

Quantity represented 2000 c.y.

TEST RESULTS

Laboratory No. 375564

Data Sheet No. A-34624

Type of material Cr. Gravel 2½"-0"

Screen opening: To ¼": Sq.; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2	0	0	
1½	5.5	5.5	
1¼	12.8	18.3	
1	10.2	28.5	
3/4	12.4	40.9	
½	12.4	53.3	
¼	13.6	66.9	
10	12.6	79.5	
40	11.2	90.7	
Pass	9.3	9.3	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	7	%
Manufactured fines		%
Liquid limit: Natural fines	31	%
Manufactured fines		%

% Crushed Gr.

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I.

TEST REPORT DISTRIBUTION:

- X Bureau of Public Roads
- X Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- X Division Engineer Skelton
- X Resident Engineer C. A. Peterson
- Dist. Maint. Supt.
- Foreman
- X Geology and Soils
- X Files
- X W. C. Williams
- X Woolfe

G. W. Harra

Engineer of Materials

State Printing 79625

RECEIVED
APR 8 1955
FOR FILING

[illegible]-313(1)
[illegible]

April 7, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is to your letter of March 28 concerning Price Agreement No. 1, Glenwood-North Plains, Oregon Project BF-313 (1).

The reason for the change in specifications for 2½"-0 crushed gravel base material is to correct a clause in the special provisions which was inadvertently placed therein. It appears that this specification was taken from ASTM D556-40T "Materials for Stabilized Base Course." In this specification it is expected that so-called soil mortar will have to be added to the granular material for binder such as was used in former days on water-bound macadams. For bases under pavement such procedure is of unsound engineering practice, as the high quantity of 40 minus material possesses undesirable high water content retention with resulting excessive plasticity.

The standard specifications adequately cover the production of suitable materials, and the desired change in specification is nowise to accommodate the contractor but to assure the obtaining of a satisfactory base.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

WCW:me

cc Mr. O. S. Paxson
Mr. H. G. Smith

FORM 230—30M—4-54—74386

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 6, 1955

SUBJECT:

W. C. WILLIAMS

To: G. S. Paxson
Ass't. Highway Engineer
Office

There was included in the Special Provisions for the Glenwood-North Plains Section, Contract #4311, a specification for the 2½"-0 crushed gravel base material, which stated that 15 to 30 percent of this material must pass a 40 mesh sieve. This specification was taken from ASTM D556-40T "Materials for Stabilized Base Course". In this ASTM specification it is expected that so called soil mortar will have to be added to the granular material as a binder. Such procedure has been found to be of unsound engineering practice as a high quantity of 40 minus material possesses undesirable high water content retention and commonly excessive plasticity. Such a condition can definitely result in a yielding and unstable base, causing surface failure under traffic.

I am including test results of base materials of various kinds and from widely separated sources. These results indicate that the 15-30 percent requirement would not be met by any ordinary crushing method, but would necessitate an attempt to blend in additional fines. It is my belief that this could result in an inferior base product. The standard specifications adequately cover the production of such material.

G. W. Harra
G. W. HARRA
Engineer of Materials

GWH:j

RECEIVED
APR 7 1955
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-[illegible]

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET
BARBUR-BLVD.-BOONES FERRY RD.

SHEET .... OF .... SHEETS

26-1030

	Pit Run			3/4"-0 Cr. Gravel		2½"-0 Cr. Gravel		
	P#40	LL PI		P#40	LL PI	P#40	LL PI	
	6.8	29-2		10.9	22-0	13.6	25-0	
	9.4	23-2		13.0	23-0	7.8	26-3	
	6.0	28-2		12.2	24-0	7.7	25-3	
	8.4	27-3		12.1	26-0	8.2	23-2	
	16.6	31-7		15.6	25-3	REJECTS 3/25/54		
	14.8	34-6		13.1	27-4	C 5.8	25-2	
	6.1	30-4		15.8	26-3	B 7.4	25-2	
	6.3	23-0		10.3	25-0	A 7.6	27-2	
	6.2	30-6		10.1	24-0	12.1	22-0	
	13.2	24-5		11.0	26-2	12.2	23-0	
	5.9	27-4		13.3	25-0	13.7	23-0	
	12.8	27-7		9.3	26-0	9.4	27-2	
	17.2	29-9		8.4	26-0	4.9	26-0	
	13.9	30-10		11.1	24-2	11.1	27-2	
	12.4	29-7		7.9	26-4	11.5	31-11	
	20.4	32-3	AVE.	11.6	25.0-1.2	13.3	32-12	
	12.4	34-5				9.4	22-0	
	13.6	31-3				9.4	28-6	
	11.3	25-2				7.7	34-8	
	7.6	27-4				AVE. 9.6	26.2-3.1	
	3.3	34-8						
	6.1	35-9						
	5.4	26-6						
	9.8	35-9						
	10.3	31-7						
AVE.	10.2	29.2-5.2						

Form E-

OREGON STATE HIGHWAY
COMMISSION
COLUMNAR TABULATION SHEET

SHEET .... OF .... SHEETS

S. UMPQUA R.-SHADY
10-1096

3"-0 Gravel

	P#40	LL PI
	18.0	22-0
	5.2	21-0
AVE.	11.6	21.5-0

3"-0 Cr. Gravel

	P#40	LL PI
	7.4	23-3
	1.7	24-4
AVE.	4.5	23.5-3.5

3"-0 Cr. Rock

	P#40	LL PI
	3.6	24-0
	4.4	27-6
	3.0	25-3
	6.1	24-3
	2.6	23-3
	3.3	24-4
	3.3	23-5
	4.3	26-6
AVE.	3.8	24.5-3.7

3/4"-0 Cr. Gravel & Cr. Rock

	P#40	LL PI
	21.9	17-0
	3.9	23-2
AVE.	12.9	20-1

Form E-

OREGON STATE HIGHWAY
COMMISSION
COLUMNAR TABULATION SHEET

SHEET .... OF .... SHEETS

Deady-S. Umpqua R.
10-1094

3"-0 Gravel

3/4"-0 Gravel

	P#4	LL PI			P#40	LL PI		
	5.0	25-0			5.6	19-0		
	4.4	26-6			7.5	19-0		
	0.8	25-3			9.6	20-0		
	7.3	25-0		Ave.	7.5	19.3-0		
	7.5	25-0						
	5.4	26-6						
	8.5	25-0						
	2.3	24-3						
	3.0	25-0						
	4.2	29-7						
	7.0	26-2						
	8.1	24-0						
AVE.	5.3	25.4-2.25						

Form E-[illegible]

OREGON STATE HIGHWAY COMMISSION
COLUMNAR TABULATION SHEET

SHEET ………… OF ………… SHEETS

Deady-S. Umpqua R.
10-1094

	3"-0 Gravel				3/4"-0 Gravel			
	P#4	LL PI			P#40	LL PI		
	5.0	25-0			5.6	19-0		
	4.4	26-6			7.5	19-0		
	0.8	25-3			9.6	20-0		
	7.3	25-0		Ave.	7.5	19.3-0		
	7.5	25-0						
	5.4	26-6						
	8.5	25-0						
	2.3	24-3						
	3.0	25-0						
	4.2	29-7						
	7.0	26-2						
	8.1	24-0						
AVE.	5.3	25.4-2.25						

Form E-[illegible]

OREGON STATE HIGHWAY
COMMISSION
COLUMNAR TABULATION SHEET

SHEET .... OF .... SHEETS

TIDE CR.-ST. HELENS
5-1028

	2½"-0 Cr. Gravel				3/4"-0 Cr. Gravel			
	P#40	LL PI			P#4	11 PI		
	12.1	24-3			15.0	21-0		
	8.6	26-4			9.2	22-0		
	21.9	26-5			12.8	22-0		
	14.7	30-6			10.8	21-0		
	7.6	23-0			10.1	24-3		
	14.6	25-5			10.4	23-2		
	10.7	24-4			14.1	23-2		
	14.7	25-4			13.4	23-3		
	12.3	25-3			12.0	23-2		
	11.6	23-2			9.8	23-3		
	12.1	23-2			5.7	21-0		
	10.1	21-2			5.0	22-0		
	7.2	22-2			9.6	22-2		
	13.1	25-0			9.3	22-2		
	10.8	24-0			7.5	22-0		
	9.9	22-0			9.3	23-0		
	10.3	24-0			9.8	22-0		
	9.5	25-2			6.0	22-0		
	11.1	26-3			8.6	24-0		
	14.3	28-6			12.9	22-0		
	11.3	26-4		AVE.	10.0	22.3-.9		
	10.7	23-2						
	7.6	24-3						
	12.4	24-3						
AVE.	11.6	24.5-2.7						

Form E-40

OREGON STATE HIGHWAY COMMISSION
COLUMNAR TABULATION SHEET

SHEET .... OF .... SHEETS

BOONES FERRY RD.-WILL. RIVER
34-1070

	3/4"-0 Cr. Gravel		2½"-0 Cr. Gravel		2½"-0 Cr. Gravel		2½"-0 Cr. Gravel	
	P#40	LL PI	P#40	LL PI	P#40	LI PI	P#40	LI PI
	11.8	25-0	2.0	24-0	10.2	26-0	15.2	29-2
	9.2	27-0	9.2	28-5	18.8	25-0	13.5	26-2
	2.7	23-0	9.0	27-2	26.6	24-0	7.7	24-0
	6.8	23-0	10.5	30-4	32.2	24-0	10.7	24-0
	9.5	21-0	7.6	29-4	15.8	26-0	9.2	24-2
	9.4	26-0	7.1	27-3	13.8	27-0	17.1	27-0
	8.2	25-2	6.1	28-2	14.3	27-0	14.4	25-2
	9.1	25-0	10.3	25-4	13.2	27-0	15.3	26-2
	3.9	24-0	12.3	25-4	15.2	26-0	12.0	26-0
	14.4	24-0	11.8	25-3	12.7	26-0	9.1	26-0
	8.8	25-0	5.9	25-0	6.7	23-0	11.1	26-0
	8.4	26-0	6.5	27-4	13.4	25-2	14.8	27-4
	10.6	23-0	8.1	27-4	16.8	26-0	11.0	27-2
	16.3	23-0	11.7	26-0	12.9	26-0	12.9	28-4
	14.9	24-0	7.7	24-0	10.4	26-0	12.5	26-2
	15.2	24-0	11.2	29-2	12.6	25-0	11.1	25-2
	13.8	25-2	8.6	26-3	14.1	26-0	19.8	24-2
	12.4	26-4	11.1	28-3	10.5	34-2 AVE.	11.85	26.2-1.2
	26.5	27-4	7.7	25-2	12.2	28-0		
	15.3	26-4	11.4	27-0	11.6	27-2		
	11.0	26-0	6.3	25-0	9.0	27-2		
	13.8	25-0	11.8	26-0	7.8	26-0		
	11.3	23-0	15.3	28-0	11.3	25-0		
	9.7	23-0	15.6	27-0	10.6	26-0		
AVE.	11.4	24.6-.7	9.6	26-0	13.8	26-0		
			6.5	26-0	12.8	25-2		
			Cont. next 2 cols.		Cont. next 2 cols.			

Form E-40—3M—4-54

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET .... OF .... SHEETS

LAKE OF THE WOODS JCT.-WOCUS MARSH
118-1053

	Pit Run Cinders			1"-0 Cinders		1"-0 Cinders		
	P#40	LL PI		P#40	LL PI	P#40	LL PI	
	14.2	35-0		14.1	32-0	20.8	32-0	
	10.7	33-0		14.8	32-0	17.7	33-0	
	10.0	33-0		7.2	32-0	13.6	34-0	
	9.7	32-0		14.9	31-0	12.4	32-0	
	9.8	32-0		18.4	29-0 AVE.	16.5	31.4-0	
	17.2	29-0		12.8	31-0			
	10.7	30-0		11.2	30-0			
	13.5	33-0		9.9	30-0			
	23.8	33-0		21.3	29-0			
	13.5	43-0		13.5	30-0			
	3.0	43-0		17.6	30-0			
	5.3	42-0		9.2	28-0			
	15.2	33-0		19.4	31-0			
	19.6	32-0		18.6	32-0			
	16.9	32-0		10.1	32-0			
	1.3	39-0		16.9	51-0			
	2.0	35-0		14.6	34-0			
	11.4	35-0		13.2	28-0			
	14.8	33-0		18.2	28-0			
AVE.	11.7	34.6-0		22.0	29-0			
				20.4	30-0			
				20.8	28-0			
				21.0	29-0			
				22.3	33-0			
				33.6	32-0			
				27.0	31-0			
				Cont. next 2 cols.				

Form [illegible]

OREGON STATE HIGHWAY
COMMISSION
COLUMNAR TABULATION SHEET

SHEET .... OF .... SHEETS

Hayesville School-Turner Road
24-1053

	**3"-0 Gravel		3"-0 Gravel		3"-0 Gravel			
	P#40	LL PI	P#40	LL PI	P#40	LL PI		
	10.1	30-8	10.6	25-7	6.5	36-8		
	10.8	29-7	8.8	32-6	6.3	33-2		
	21.9	30-8	6.1	40-10	3.7	33-7		
	13.6	32-10	2.5	40-11	8.5	35-7		
	13.2	30-8	12.5	39-8	14.0	35-5		
	17.2	35-11	7.5	36-7	7.4	28-2		
	19.7	31-8	12.0	36-10	6.4	33-8		
	19.0	35-9	8.1	39-11	3.2	41-7		
AVE.	15.7	31.5-10.8	9.1	35-6	2.7	38-6		
			8.8	39-11	5.1	22-0		
			5.7	36-6	10.0	34-4		
			7.0	37-11	6.2	36-0		
			8.4	35-7	7.5	36-10		
			5.6	34-4	8.7	28-3		
			6.9	40-6	10.2	27-0		
			9.5	38-8	8.3	27-0		
			12.3	30-5	20.4	29-0		
			8.2	34-10	2.3	34-12		
			5.2	38-8	AVE. 7.6	34.7-6		
			5.3	38-8				
			7.7	36-6				
			7.8	38-5				
			5.1	38-2				
			5.6	37-6				
			8.3	36-6				
			3.3	38-0				

** Special Samples submitted
by George Miller.

Cont. next 2 Cols.

Form E-[illegible]

OREGON STATE HIGHWAY
COMMISSION
COLUMNAR TABULATION SHEET

SHEET .... OF .... SHEETS

Gilchrist-Willamette Jct.
18-1950

	3/4"-0 Cr. Cinders		1½"-0 Cr. Cinders		Pit Run Cinders	
	P#40	LL PI	P#40	LL PI	P#40	LL PI
	14.0	31-0	8.9	31-0	11.1	32-0
	12.9	31-0	7.4	30-0	12.4	32-0
	13.1	34-0	7.7	31-0	15.6	29-0
	13.8	35-0	7.1	32-0	14.4	30-0
	1.3	29-0	7.1	30-0	9.4	36-0
AVE.	11.0	32-0	6.7	31-0	12.0	29-0
			6.8	30-0	13.2	29-0
			6.9	34-0	14.4	26-0
			17.7	28-0	7.2	36-0
			14.7	26-0	6.3	37-0
			6.2	30-0	7.7	37-0
			4.0	30-0	9.1	39-0
		AVE.	8.4	30.2-0	8.6	34-0
					5.2	32-0
					11.4	27-0
					6.5	31-0
					4.9	36-0
					6.3	31-0
					13.6	33-0
				AVE.	9.9	32.4-0

Form E-49

OREGON STATE HIGHWAY
COMMISSION
COLUMNAR TABULATION SHEET

SHEET .... OF .... SHEETS

N. UNIT, BEND-LAPINE
9-1027

	Pit Run Cinders		Pit Run Cinders		1"-0 Cr. Cinders			
	P#40	LL PI	P#40	LL PI	P#40	LL PI		
	13.7	46-0	9.2	32-0	29.0	27-0		
	17.3	42-0	12.2	27-0	18.2	34-0		
	16.1	42-0	8.2	30-0	15.7	35-0		
	9.9	42-0	10.4	29-0	15.3	39-0		
	10.4	40-0	10.7	27-0	16.8	39-0		
	7.3	40-0	7.7	31-0	16.0	41-0		
	16.3	37-0	8.0	31-0	16.8	40-0		
	23.7	29-0	8.5	30-0	16.4	39-0		
	16.7	31-0	8.0	31-0	15.8	40-0		
	10.9	32-0	5.1	34-0	14.8	39-0		
	11.4	32-0	4.9	38-0	17.2	39-0		
	14.9	33-0	8.5	42-0	21.2	38-0		
	10.5	33-0	19.9	33-0	16.6	39-0		
	11.9	33-0	22.3	32-0	18.8	33-0		
	18.5	32-0	AVE. 15.5	33-0	18.8	35-0		
	11.8	33-0			20.0	35-0		
	12.1	32-0			17.8	38-0		
	12.9	34-0			23.8	37-0		
	13.0	33-0			23.8	37-0		
	20.9	26-0			21.2	38-0		
	21.3	26-0			19.9	37-0		
	19.0	25-0			19.4	38-0		
	4.5	31-0		AVE.	18.8	37.1-0		
	5.2	29-0						
	4.3	29-0						
	Cont. next	2 Cols.						

Form E-49—3M—4-54

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET 1 OF 2 SHEETS

ANLAUF-RICE HILL
10-10[illegible]4
Boucock Quarry

3"-0 Cr. Rock		3"-0 Cr. Rock		3"-0 Cr. Rock		3"-0 Cr. Rock	
P#40	LL PI	P#40	LL PI	P#40	LL PI	P#40	LL PI
11.1	23-3	8.2	23-0	7.5	23-0	5.5	24-3
11.5	23-0	10.0	26-0	5.8	25-0	9.6	22-0
9.8	23-0	6.5	24-0	10.6	22-0	7.8	23-0
10.4	22-0	8.7	26-0	11.2	22-0	7.7	24-2
8.3	22-0	9.1	25-0	8.9	23-2	6.8	25-4
7.1	23-0	5.6	24-0	10.6	22-2	2.6	26-4
8.2	23-0	9.7	25-0	10.6	23-2	7.1	24-3
9.1	24-0	10.2	23-0	10.1	23-2	AVE. 9.1	23.5-1.4
6.6	24-2	7.2	23-0	10.1	23-2		
9.1	23-2	7.7	25-5	10.4	23-2	3/4"-0 Cr. Rock	
9.2	23-2	8.2	24-4	9.2	24-2	P#40	LL PI
8.9	23-2	8.2	23-0	9.5	23-0	11.2	24-2
8.3	23-2	4.7	23-0	9.4	23-2	14.6	24-2
10.3	22-2	8.0	23-0	9.7	24-5	13.8	23-2
6.8	23-2	6.4	23-0	10.4	23-4	10.7	24-3
11.7	24-4	9.3	23-0	9.3	24-4	9.5	23-3
8.7	24-3	7.9	24-0	12.7	24-4	13.5	22-2
12.0	25-2	7.7	24-0	13.0	22-0	17.0	23-3
10.6	27-3	6.9	25-0	16.6	22-0	13.5	23-2
8.2	22-0	6.1	24-0	7.1	24-2	11.6	24-2
16.9	25-3	6.5	24-2	9.0	23-3	13.9	23-2
12.7	24-3	7.2	23-0	8.8	23-2	AVE 12.9	23.3-2.3
12.8	23-2	7.7	24-0	10.3	23-3		
7.2	24-2	7.0	24-0	15.3	23-3		
9.2	23-2	8.1	23-0	11.0	23-4		
11.4	24-2	8.4	23-0	9.7	23-0		
Cont. next	2 Cols.	Cont. next	2 Cols.	Cont. next	2 Cols.		

Form E-40-3M-4-54

OREGON STATE HIGHWAY DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET 2 OF 2 SHEETS

ANLAUF-RICE HILL
10-1084
Long Quarry

3"-0 Cr. Rock		3"-0 Cr. Rock		3"-0 Cr. Rock		3/4"-0 Cr. Rock	
P#40	LL PI	P#40	LL PI	P#40	LL PI	P#40	LL PI
9.2	24-0	7.1	23-0	8.3	25-4	13.5	22-0
8.2	24-0	9.3	22-0	6.8	28-8	11.1	27-5
12.5	26-0	8.3	23-0	7.1	27-7	27.4	26-5
11.0	25-0	14.9	25-2	6.9	27-7	12.3	27-5
9.6	25-0	11.2	23-2	6.9	26-6	10.5	25-0
9.8	23-0	9.1	24-2	5.8	24-3	9.7	22-0
10.7	22-0	9.2	23-3	9.8	23-0	8.1	22-0
7.8	23-0	9.2	24-3	5.6	24-0	7.2	28-5
5.0	25-0	10.6	24-2	6.7	22-0	4.2	29-7
9.1	24-0	14.1	26-3	8.1	23-2	15.4	24-0
5.0	24-0	7.3	22-0	7.6	24-3	11.1	24-0
9.2	25-0	10.2	22-0	5.4	24-4	AVE. 11.8	25.1-2.4
11.4	23-0	5.0	26-4	5.1	23-3		
6.3	22-0	9.8	23-0	12.0	22-0		
11.0	22-0	8.4	25-2	10.8	24-3		
10.4	25-0	13.8	22-0	AVE. 9.1	23.9-.17		
7.3	23-2	8.7	22-0				
7.7	28-7	9.6	23-0				
7.7	23-0	10.7	27-6				
8.4	24-0	9.3	25-5				
6.5	23-0	15.8	23-2				
6.8	22-0	9.6	26-4				
11.3	23-0	9.6	24-3				
9.8	24-2	10.6	24-2				
8.9	23-0	11.8	24-2				
11.9	26-2	9.6	25-3				
Cont. next 2 Cols.		Cont. next 2 Cols.					

orm E-40

OREGON STATE HIGHWAY
COMMISSION
COLUMNAR TABULATION SHEET

SHEET .... OF .... SHEETS

BIG EDDY-RUFUS
33-1040

3"-0 Gravel

	P¼"	P#40	LL PI
	28.1	25.2	18-0
	24.9	22.5	21-0
	29.3	11.8	20-0
	24.4	23.6	22-0
	30.8	27.1	22-0
	22.6	20.0	21-0
	26.7	23.7	19-0
	19.4	17.6	21-0
	19.5	12.2	22-0
	27.6	24.3	21-0
	29.1	26.4	20-0
	24.7	23.5	23-0
	21.8	2.6	23-0
	23.5	13.7	20-0
	23.4	20.1	20-0
	28.6	20.1	22-0
	13.4	9.7	22-0
	24.8	22.5	21-0
	25.1	17.8	20-0
	20.4	18.8	23-0
	33.5	31.4	21-0
	24.7	22.4	21-0
	33.9	30.3	21-0
	28.7	27.6	25-0
	30.3	27.6	23-0
AVE.	25.5	20.9	21.3-0

This is natural material with the fines a sort of flour sand

Salem, Oregon
March 29, 1955

Glenwood-North Plains Section
Contract 4311

Mr. G. W. Harra

Subsequent to the award of contract for the stone base material on this project, a change in the grading specifications was made covered by Price Agreement No. 1. Apparently we had inserted a special specification governing the percentage passing the No. 40 screen. Under this price agreement we cancelled this requirement and reverted to the standard specifications.

In sending this price agreement to the Bureau we say that: "The clause covering percentages passing the No. 40 screen is an unnecessary refinement of materials and is not necessary for good materials. The standard specifications are sufficient protection for obtaining desired results." It would appear that we had some reason for using the special requirement before the job was bid upon and that this requirement might have resulted in a higher price than had the standard specifications been used. I presume, however, that there was some other reason for making this change than simply to decrease the contractor's cost.

The Bureau of Public Roads has asked that we advise them of the reason for the change before the price agreement is approved.

G. S. Paxson

GSP:gm

NOTED
G. S. PAXSON

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

March 28, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project BF-313(1)
Glenwood-North Plains, Price
Agreement No. 1

Dear Sir:

Reference is made to subject Price Agreement and your letter concerning it dated March 22, 1955.

Before we can approve it, we will need to know the reasons for such change in specifications.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
MAR 29 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 21 1955
FOR FILING

[illegible]
4311

4

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 18, 1955

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer

NOTED
W. C. WILLIAMS

When the contract was awarded for the Glenwood-North Plains paving project on the Wilson River Highway (Contract 4311, Rogers Construction Company) some peculiar language appeared in the surfacing specifications under the heading "Stone Base and Shoulders", subhead "Special Production Requirements" on Page 8 of the Special Provisions. The language to which I refer requires that 15 to 30 per cent of the $2\frac{1}{2}$" - 0 crushed gravel base material shall pass the 40 mesh sieve. This was obviously too high, therefore a Price Agreement has been worked out with the contractor for the purpose of modifying the Specifications to conform to our standard for this type of work. The Price Agreement is for the purpose of establishing the change in the Specifications without any change in price.

Forrest Cooper
Ass't. Construction Engineer

RECEIVED
MAR 18 1955
OFFICE OF
STATE HIGHWAY ENGINEER

FC:jv

RECEIVED
DEC 9 - 1954
FOR FILING

PF-313(1)

December 8, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on November 24, 1954 on Contract No. 4311, Glenwood-North Plains Section, in Washington County, in connection with Federal Aid Project No. BF-313 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:bb

RECEIVED
DEC 2 - 1954
FOR FILING

December 1, 1954

Rogers Construction Co.
11760 N. E. Glisan St.
Portland 16, Oregon

Gentlemen:

We enclose herewith for your files two fully executed copies of contracts awarded to you by the State Highway Commission on October 2[illegible], 1954, as follows:

Contract No. [illegible], for paving on the Emigrant Hill Section of the Old Oregon Trail in Umatilla County.

Contract No. 4311, for paving on the Glenwood-North Plains Section of the Wilson River Highway in Washington County.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
NOV 8 1954
FOR FILING

BF-318(1)
4311

November 5, 1954

Rogers Construction Co.
11760 N. E. Glisan St.
Portland 16, Oregon

Gentlemen:

We enclose herewith three copies each of three contracts awarded to you by the State Highway Commission on October 28, 1954, as follows:

Contract No. 4305, covering the Wasco County Line-Warm Springs Agency on the Warm Springs Highway in Jefferson County.

Contract No. 4308, covering the Emigrant Hill Section on the Old Oregon Trail in Umatilla County.

Contract No. 4311, covering the Glenwood-North Plains Section of the Wilson River Highway in Washington County.

Please execute two copies of each of the above contracts as to contract and bond, making certain that your signature on the contract page is properly witnessed, and return them to this office for execution by the State Highway Commission.

The third copy of the contracts, on the cover of which is stamped "ADVANCE COPY to be Retained by Contractor", is furnished for your information pending receipt of a copy containing the signatures of the Highway Commission.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

ECEIVED
NOV 1 1954
FOR FILING

[illegible](1)
4311

October 29, 1954

Rogers Construction Company
11760 N. E. Glisan Street
Portland, Oregon

Gentlemen:

The State Highway Commission on October 28, 1954 awarded to you State Highway Contract No. 4311 for grading, paving, and furnishing crushed material in stock pile on the Glenwood-North Plains Section of the Wilson River Highway in Washington County.

This award was based on your bid of $505,292 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
G. S. Paxson

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

RECEIVED
NOV 4 1954
FOR FILING

BF 313(1)
4311

October 28, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our prior verbal concurrence as of this date in award of Contract No. 4311 for Oregon Project BF-313(1), Glenwood-North Plains Section of the Wilson River Highway, to Rogers Construction Company of Portland, Oregon, low bidder in the amount of $505,292.00 at the October 28, 1954 bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

File

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT
OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

October 13, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project HF-313(1), Glenwood-North Plains Section (Paving), Wilson River Highway.

This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
OCT 19 1954
OREGON
STATE HIGHWAY COMMISSION

IN-17(10) Battle Cr. Jct.-Illahee 1974
[illegible], Battle Cr. Jct.-Jefferson
[illegible] Jct. Sec. of [illegible] Pacific Ry.

fil

RECEIVED

OREGON STATE HIGHWAY DEPARTMENT
(date)
June 24, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4312 1312	18 Post Final	Roy L. Houck and Son	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
14172	H-184182	$ 285.50	6/24/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1955

Time Extensions: Nov. 17, 1956

Completion Date: Nov. 17, 1956

Date Accepted: Apr. 19, 1957

Penalties: None of record.

Claims: None of record.

Remarks:

Date: June 25, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: [illegible] 1957

Ruth Rawlings

NOTED ON CARD

RECEIVED
MAY 21 1957
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
May 17, 1957

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4312	17-Final	Roy L. Houck and Son

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
10810	H-181180	$ 9,901.88	5/17/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: **Oct. 31, 1955**

Time Extensions: **Nov. 17, 1956**

Completion Date: **Nov. 17, 1956**

Date Accepted: **Apr. 19, 1957**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **May 20, 1957**

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: MAY 20 1957

Ruth Rawlings

NOTED ON CARD
em

RECEIVED
APR 25 1957
FOR FILING

4312

April 25, 1957

CERTIFIED MAIL

General Casualty Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attn.: Mr. G. H. Burnett

Gentlemen:

State Highway Contract No. 4312 for work performed on the Battle Creek Jct.-Illahee Unit, Battle Creek Jct.-Jefferson Jct. Section of the Pacific East Highway in Marion County was completed by the contractor, Roy L. Houck & Son, on Nov. 17, 1956 and was formally accepted by the Highway Commission on April 19, 1957.

Final payment in the amount of $9,901.88 will be released to the contractor on or after May 6, 1957. The total contract amount is $341,796.85, of which amount $5,917.06 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as your appear as surety on the performance bond furnished by the contractor.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

[illegible]

NOTED ON CARD

em

RECEIVED
APR 23 1957
FOR FILING

April 23, 1957

Roy L. Houck & Son
1585 N. 20th St.
Salem, Oregon

Gentlemen:

The State Highway Commission at its meeting held on April 19, 1957 had under discussion your request for an extension of time from October 31, 1955 to November 17, 1956 within which to complete your contract No. 4312, for the Battle Creek Jct.-Illahee Unit, Battle Creek Jct.-Jefferson Jct. Section of the Pacific Highway in Marion County.

We are pleased to inform you that the Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

[illegible]

cc: J. D. Walker
Division Engineer

Kenneth E. Bartel
Resident Engineer, Salem

Tom Edwards
Construction Engineer

RECEIVED
APR 19 1957
FOR FILING

[illegible]

1152

April 18, 1957

Oregon State Highway Commission

Request for extension of time
No. 4
April 19 meeting

Gentlemen:

Herewith is a request from Ray L. Houck & Son for an extension of time on the Battle Creek Junction-Illahee Section, Contract No. 1312, from October 31, 1955 to November 17, 1956.

The contractor was forced to operate on this job under extremely heavy traffic and was subjected to unusually heavy rains and bad weather conditions. All work on this project was completed with the exception of some minor cleanup by August 8, 1956.

I recommend that the extension be granted without penalty, and Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

This is not a liquidated damage contract.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Tom Edwards

EAP:ob fm

RECEIVED
MAR 19 1957
FOR FILING
[illegible]

4312

March 18, 1957

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Battle Creek Jct.-Illahee Contract No. 4312, Oregon IN-176 (10), from October 31, 1955 to November 17, 1956 to Roy L. Houck & Son, contractors.

The contractor was forced to operate on this job under extremely heavy traffic and was subjected to unusually heavy rains and bad weather conditions. All work on this project was completed with the exception of some minor cleanup by August 8, 1956. I am recommending that the extension be granted without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc to: Tom Edwards

RECEIVED
FEB 1 1957
FOR FILING

21-176 [illegible]

4312

February 1, 1957

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to Roy L. Houck & Son in connection with contract No. 4312, covering the Battle Creek Jct.-Illahee Unit, Battle Creek Jct.-Jefferson Jct. Section of the Pacific East Highway in Marion County. This payment in the amount of $18,163.25 will be released to the contractor on or after February 11, 1957. The retained percentage is $10,264.79.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
NOV 23 1956
FOR FILING
IN-176 (10)

4312

November 23, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 17, 1956, on Contract No. 4312, Battle Creek Junction-Illahee Unit, Battle Creek Junction-Jefferson Junction Section, in Marion County, in connection with Federal Aid Project No. IN-176(10).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

MCW:lm

CC: Clarence Swenson

RECEIVED
NOV 23 1956
FOR FILING

IN-176 (10)

4312

November 23, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 17, 1956, on Contract No. 4312, Battle Creek Junction-Illahee Unit, Battle Creek Junction-Jefferson Junction Section, in Marion County, in connection with Federal Aid Project No. IN-176(10).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

MCW:lmr

CC: Clarence Swanson

Form E-1-Rev 6-55—10M

7

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 17, 1956

Section Battle Creek - Illahee

Kind of work Grading & Paving

Highway Pacific * East

Section prefix 24-1086

Contractor Roy L. Houck & Sons

Contract number 4312

Date of contract Nov. 5, 1954

Date of completion October 31, 1955

Date work started Feb. 21 1955

Estimated date of completion Nov. 17, 1956

Project authorization $397981.58

Exclusive of Engineering $369680.66

Per cent of time elapsed 200 %

Estimated cost of completed project, exclusive of engineering $353800.00

Estimated per cent [illegible] or underrun 4.3 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $28300.92

Engineering cost to date $48100.00, 171 %

Date project was completed Nov. 17, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor has completed all work on this contract, including the removal of the strutts from two pipes as mentioned in last weeks report.

RECEIVED

Noted
M. N. Juve

NOTED

RECEIVED
1956
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
D. J. [illegible]

NOTED
FORREST COOPER

NOTED
G. H. Young

Signed Kenneth E. Barrett

Address Salem - Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

NOTED
V. D. WOLFE

State Printing 96385

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.67				
Miles partially completed	all				
Miles completed	2.67	C.Y.			Tons
Total estimated quantities (contract)	349800	53900			10700
Total quantities corrected to date	305834	55543			9904.01
Estimated quantities moved or placed to date	305834	55543			9904.01
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week	2 for one day only				

Men 2 - one day only

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers............, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

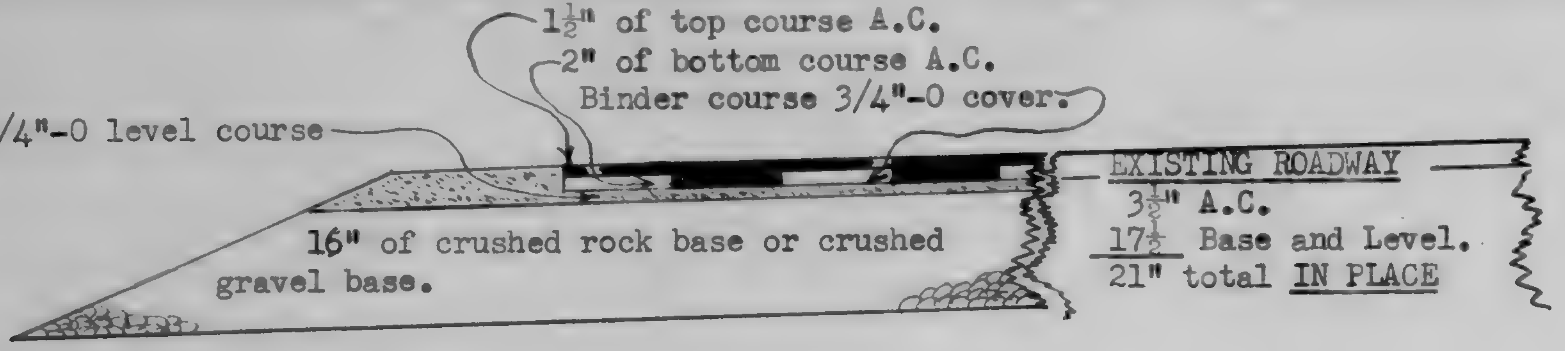
	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Section Battle Creek Junction Highway Pacific East County Marion Prefix 24-1452

Res. Engr. W. H. Sample Length of Project 0.25 Miles. Sta. SB Lane 558+90 to Sta. NB Lane 552+40 Date 6-19-56

TYPICAL SECTIONS



Required Base & Wear		Designed Base & Wear		
Crushed	Not Crushed	Exist. Surf. Allow.	New Work	
			3½ 1½ 16	A.[illegible] Le[illegible] Base
21			21	

TYPICAL SOIL
90 % Pass 200
54 LL
33 PI
39 % Silt
21 "R" Value

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be selected by the contractor.											

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by Clarence J. Gregg
Asst. Soils Engineer

Recommended by L. H. [illegible]
Construction Engineer

Recommended by G. W. Harra
Engineer of Materials

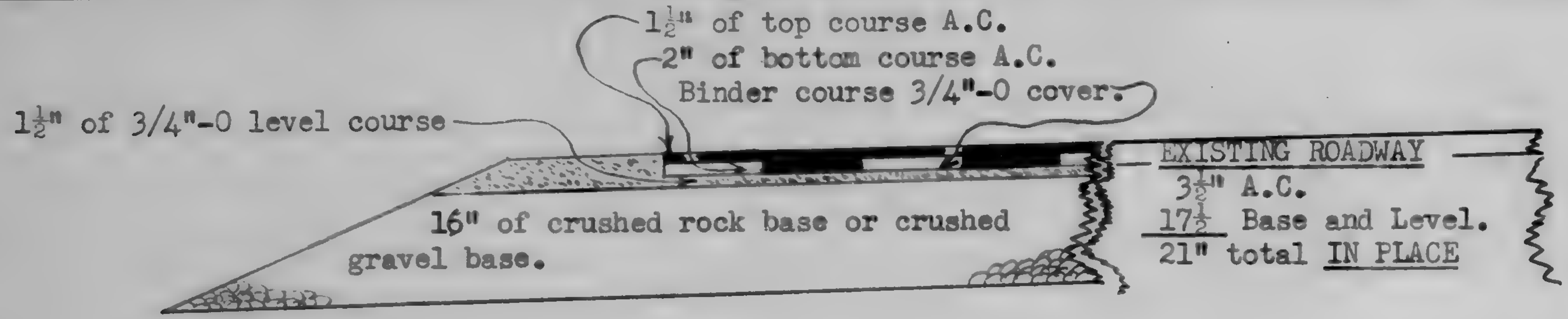
Approved by
Deputy State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Section Battle Creek Junction Highway Pacific East County Marion Prefix 24-1452

Res. Engr. W. H. Sample Length of Project 0.25 Miles. Sta. SB Lane 558+90 to Sta. NB Lane 552+40 Date 6-19-56

TYPICAL SECTIONS



Required Base & Wear		Designed Base & Wear		
Crushed	Not Crushed	Exist. Surf. Allow.	New Work	
			3½	A.[illegible]
			1½	L[illegible]
			16	Base
21			21	

TYPICAL SOIL

90	% Pass 200
54	LL
33	PI
39	% Silt
21	"R" Value

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be selected by the contractor.											

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by Clarence J. Gugg
Asst. Soils Engineer

Recommended by L. W. [illegible]
Construction Engineer

Recommended by G. W. Harra
Engineer of Materials

Approved by
Deputy State Highway Engineer

RECEIVED
MAY 23 1956
FOR FILING

[illegible]

[illegible]

May 17, 1956

Mr. Roy L. Houck
1185 North 20th Street
Salem, Oregon

Dear Sir:

I am advised by the Division Engineer that you are not properly prosecuting the completion of your Contract No. 4312 on the Battle Creek Junction-Illahee Section of the Pacific Highway. I am advised that, although the weather is entirely suitable for completion of the grading work and the surfacing and paving, you are making only token effort to prosecute the completion of the project.

As you well know, your contract time limit was expired last fall, and it is extremely essential that this project be completed at the earliest possible date. I, therefore, request that you resume operations on a full scale immediately and at the same time, furnish to this office a statement of your scheduled operations, which must be of such a nature as to assure your completion early this summer.

I shall appreciate your immediate response to this letter.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. Forrest Cooper
Mr. J. D. Walker

WCW:me fn

FORM E30—50M—11-53—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 17, 1956

SUBJECT: Battle Creek Junction
Illahee Section
Contract No. 4312

To:

Mr. W. C. Williams
Deputy State Highway Engineer

Office

NOTED
W. C. WILLIAMS

Herewith is copy of letter from Division Engineer Walker in which he views with alarm the fact that Contractor Roy Houck has not as yet this season started on work leading to early completion of this project.

Mr. Walker recommends that a letter from Mr. Baldock be directed to Mr. Houck urging him to begin operations immediately. I believe this to be a good suggestion and so recommend.

L. H. Young

L. H. Young
Ass't Construction Engineer

LHY:ep

Attach.

RECEIVED
MAY 17 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RM 830—50M—11-55—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 16, 1956

SUBJECT: Battle Creek Junction
Illahee Section, Contract
#4312

To: Mr. Forrest Cooper
Construction Engineer

I would recommend that a letter be addressed to Roy L. Houck and Son insisting that immediate steps be taken to complete work on Contract #4312, Battle Creek Illahee Section.

Unfinished work consists primarily of removal of a slide, finishing grade, rock surfacing and paving. The crushed materials have been produced and are in stockpile.

Condition of the grade is favorable for work at this time, and it would appear that Houck should be at work now as an early completion of the project is desirable.

The resident engineer has been in touch with Houck urging him to begin operation, but to no avail. I believe that a letter from Mr. Baldock is indicated.

J. D. Walker
Division Engineer

K

RECEIVED

RECEIVED
APR 26 1956
FOR FILING

IN-176(10)
4312

April 24, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering slide removal and correction on the Battle Creek Jct.-Illahee Unit, Battle Creek Jct.-Jefferson Jct. Section of the Pacific East Highway in Marion County, Contract No. 4312, in connection with Federal Aid Project No. IN-176(10).

This work is necessary to clear the east frontage road. The slope is to be benched to protect the roadway and to stop further slippage.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

Encl.

DEP:ch

RECEIVED
FEB 8 1956
FOR FILING

[illegible]

[illegible]

February 8, 1956

Mautz, Souther, Spaulding, Denecke & Kinsey
Attorneys at Law
Board of Trade Building
Portland 4, Oregon

ATTENTION: Bruce Spaulding

Dear Sir:

In your letter of February 6th you inquire as to the identity of the contractor working on US99E about 10 miles south of Salem.

Roy L. Houck & Sons, 1585 North 20th Street, Salem, is the contractor in this vicinity and may be the party you wish to contact.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc

MAUTZ, SOUTHER, SPAULDING, DENECKE & KINSEY
ATTORNEYS AT LAW
BOARD OF TRADE BUILDING
PORTLAND 4, OREGON

ROBERT T. MAUTZ
CALVIN N. SOUTHER
BRUCE SPAULDING
ARNO H. DENECKE
WILLIAM H. KINSEY
WAYNE A. WILLIAMSON
JOHN L. SCHWABE
RAYMOND P. UNDERWOOD
GORDON MOORE
KENNETH E. ROBERTS
FRANCIS J. BUTLER
FORREST W. SIMMONS
JAMES B. O'HANLON
JOHN R. SABIN

R. W. WILBUR
1892-1952
H. B. BECKETT
1912-1950

February 6, 1956

Oregon State Highway Commission
Salem, Oregon

Dear Sirs:

Would you please advise me the name of the contractor who is constructing the highway on Highway 99E and presently working about ten miles south of Salem, through property of Mr. Asel C. Eoff?

I desire to take up with this contractor the matter of substantial damage being done by blasting.

Very truly yours,

Bruce Spaulding
Bruce Spaulding

BS:aj

REFERRED TO
Geary
BY SECRETARY
prepare rep. [illegible]

RECEIVED
FEB 7 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
1955
FOR FILING

FORM E-30X—50,000—10-54—78484

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 23, 1955

SUBJECT: Battle Creek Jct.-Illahee
Pacific Highway
Contract No. 4312

To: ~~Mr. J. D. Walker~~
~~Division Engineer~~
~~Office~~

Reference is made to Laboratory Report No. 381288, dated December 16, 1955 showing a 1% too high a P.I. for the 2½"-0 crushed rock.

While this excess is within a limit of error on this type of test it shows that extreme care must be exercised by the contractor in working this quarry. The consistency with which laboratory reports have shown "not suitable" material being produced would appear that quality is being subordinated to production.

It is suggested that more than one sample a day be obtained and run through the laboratory. These can then be used for production control, which is very necessary on this contract. If this is not practicable, screening at the plant should be done following our previous suggestions.

Will you please instruct the resident engineer to obtain and screen sufficient number of crushed rock samples each day so that he is certain that suitable material is being produced. When the plant is producing acceptable crushed rock also instruct him to mark the samples so that it is clear that the samples are representative of the improved material.

L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
1955

RECEIVED
DEC 21 1955
FOR FILING
FORM E-30X—90,000—10-54—79494

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 19, 1955

SUBJECT: Battle Creek Jct.-Illahee
Pacific Highway East
Contract No. 4312

To: Mr. J. D. Walker
Division Engineer
Office

W. C. WILLIAMS

Reference is made to Laboratory Reports No. 381257, 381268, and 381288, dated December 15th & 16th, 1955 showing that the first report for 2½"-0 crushed rock has a P.I. of 2% too high, the second report a 13% deficiency for the material passing the ¼-inch screen, and the third a P.I. of 1% excess.

There has been little improvement in the quality of the crushed rock material produced on this job since the latter part of October. It appears as if little effort has been made in plant or pit operation adjustments to meet the specification requirements.

Will you please instruct the resident engineer to continue his taking of daily samples that are representative of the crushed rock being produced so that a continuous record is made of the quality of this material.

L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of
W. C. Williams
cc to: Ray Webber

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 21 1955
FOR FILING

Form [illegible]

IN 176(10)

[illegible]GON STATE HIGHWAY DEPART[illegible]T
Materials Division

NOTED
W. C. WILLIAMS

LABORATORY REPORT

Project	Battle Cr. Jct.-Illahee	Prefix No.	24-1086
Highway 4312	Pacific East	County	Marion
Contractor	Roy L. Houck & Son	F. A. Project No.	IN-176(10)
Submitted by	K. K. Bartel	Date reported	Dec. 16, 1955

Contract No. 4312

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material	100' W. of Sta. 412+00 Channel Chr. Quarry.	Sampled at	Bunkers
To be used	Base Surfacing	Date received	Dec. 15, 1955
Sampled by	Max Barhyte	Quantity represented	2000 c.y.

TEST RESULTS

Laboratory No. 381288

Data Sheet No. A-18575

Type of material Cr. Rock 2½-0

Screen opening: To ¼": Sq.; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2½	0	0	
2	3.5	3.5	
1½	9.8	13.3	
1¼	8.3	21.6	
1	4.7	26.3	
3/4	8.9	35.2	
½	15.6	50.8	
¼	17.4	68.2	
10	15.3	83.5	
40	9.2	92.7	
80	2.8	95.5	
200	1.9	97.4	
Pass	2.6	2.6	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines	7	%
Plasticity index: Natural fines		%
Manufactured fines	27	%
Liquid limit: Natural fines		%
Manufactured fines		

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess Fi.

TEST REPORT DISTRIBUTION:

x Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Walker
x Resident Engineer Bartel
Dist. Maint. Supt.
x Foreman
x Geology and Soils
Files
x Roy L. Houck
x W. C. Williams
x Fretwell

Engineer of Materials

State Printing 89046

RECEIVED
[illegible] 1955
FOR FILING
11-17-( )
4312

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

[illegible]
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
ASST. STATE HIGHWAY ENGR.
W. W. STIFFLER
[illegible]
[illegible]

November 2, 1955

R. L. [illegible] & Son
[illegible] N. [illegible] Street
Salem, Oregon

O. C. WILLIAMS

Re: [illegible] Creek Jct.-[illegible] Section
Contract No. 4312

Gentlemen:

Laboratory reports indicate that a considerable proportion of the crushed rock being produced at your plant does not meet specifications as set forth in the contract.

Especially is this true of the 1½" - 3/4" material, as practically all reports show that this material is unsatisfactory.

This will inform you that you will not be permitted to incorporate any of the material not meeting specifications in the project and urge that you take immediate steps to correct production processes in order that an acceptable product may be furnished.

Yours very truly,

J. [illegible]
Division Engineer

[illegible]
cc Mr. Forrest Cooper
Mr. [illegible]
Mr. [illegible]

RECEIVED
NOV 30 1955
FOR FILING

[illegible]
[illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 29, 1955

SUBJECT: Battle Creek Jct.-Illahee
Pacific Highway East
Contract No. 4312

To:
Mr. J. D. Walker
Division Engineer

NOTED
W. C. WILLIAMS

Reference is made to Laboratory Report No. 380419, dated November 25, 1955, showing that the 3/4-0 crushed rock produced on this date has 4% excess retained on the 3/8-inch screen and a deficiency of 9% passing the ½-inch screen.

This is the 16th sample that has failed to meet our specifications for crushed rock on this contract. It would appear that a large quantity of crushed material has been produced that cannot be accepted without reworking.

Will you please instruct the resident engineer to inform the contractor that unsuitable crushed rock cannot be accepted. Suitable crushed material has been produced under this contract, and can be again if care is taken to adjust both pit and plant operations to produce acceptable gradation.

Also, please instruct the resident engineer to mark his samples to show that they represent corrected material.

L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
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FOR FILING

IN-17[illegible]
431[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 28, 1955

SUBJECT: Battle Creek Jct.-[illegible]jahee
Pacific Highway East
Contract No. 4312

To:

Mr. J. D. Walker
Division Engineer

NOTED
W. C. WILLIAMS

Reference is made to Laboratory Reports 380298 and 380320, dated November 22, 1955, showing that the 1½"-3/4" A. C. aggregate is dirty and has a slight (1%) excess of material passing the 3/4-inch screen, and the 3/4"-0 base course aggregate has 10% too little passing the ¼-inch screen and an excess of 3% retained on the 3/8-inch screen.

From these reports it would seem that the 1¼"-3/4" material should be washed or scolped during manufacture or cleaner rock selected for crushing, and the 3/4"-0 material does not receive fine enough crushing. This operation has consistently failed to produce suitable aggregate.

Will you please instruct the resident engineer to have the contractor correct both plant and quarry operations to the end so that suitable aggregate may be produced.

Also, please instruct the resident engineer to mark samples of aggregate taken after corrective action, so that the laboratory reports may indicate that the sample represents corrected material.

L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
NOV 15 1955
FOR FILING
FORM E-30X 37½ 3-54 75730

IN-176(10)
4312

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 14, 1955

SUBJECT: Battle Creek Jct.-Illahee
Pacific Highway East
Contract No. 4312

To:

Mr. J. D. Walker
Division Engineer

Reference is made to Laboratory Report No. 379712, dated November 9, 1955, showing an excess of 27% passing the 3/4-inch screen on 1¼"-3/4" oil rock. There was no P.I. reported on this test.

While this shows an improvement over the previous samples, the report shows that unsuitable aggregate is still being produced on this contract.

Will you please instruct the resident engineer to tighten up his aggregate production inspection. Plant site screening has been suggested as a means of production control. Where it has been used the resident engineer has overcome most of his plant troubles.

It was not clear that this sample represented material produced after corrective action. Please have the resident engineer mark the samples if they represent the result of a change in method of aggregate production.

L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
NOV 14 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 10 1955
FOR FILING
FORM E-30X 97½ 9-54 72730

IN-176 (10)
4312

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

Salem, Oregon
November 9, 1955

SUBJECT: Battle Creek Jct.-Illahee
Pacific Highway East
Contract No. 4312

To:

Mr. J. D. Walker
Division Engineer

Reference is made to Laboratory Report No. 379604, dated November 4, 1955, showing that there is 36% excess material passing the 3/4-inch screen on the 1¼"-3/4" oil rock, as well as a high P.I.

Will you please instruct the resident engineer that the gradation of this material must meet Section 2.15.6, page 62 of the Standard Specifications in grading, and that more careful inspection is necessary to produce satisfactory material.

The P.I. indicates a very active clay which must be controlled as to quantity if the proposed O-11 oil mat is to be successful. Please instruct the resident engineer to eliminate excessive amounts of fines from this oil mat aggregate.

Also, please have the resident engineer mark samples of this material taken after corrective action, so that it is clear that the samples represent the result of such action.

L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
NOV 9 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 10 1955
FOR FILING

FORM E-80X 37½ 3-54 78730

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4312

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 9, 1955

SUBJECT: Battle Creek Jct.-Illahee
Pacific Highway East
Contract No. 4312

NOTED
W. C. WILLIAMS

To:

Mr. J. D. Walker
Division Engineer

Reference is made to Laboratory Report No. 379566, dated November 4, 1955, in which there is an excess of 7% retained on the 3/8-inch screen and a deficiency of 5% passing the ¼-inch screen.

These discrepancies have been consistent and should be corrected as soon as possible. Will you please instruct the resident engineer to insist that the stone base and shoulder material meet the specification requirements, and have him place sufficient inspection on the quarry operations that this be done.

Also, please have samples obtained of this material after corrective action marked so as to clearly show that they represent corrected stone base and shoulder material.

L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
NOV 9 1955
OFFICE OF
STATE HIGHWAY ENGINEER

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract # 4241 Ends with: Contract # 4312 to be continued on reel # 74

FLASH CARDS: Begins every Contract

Remarks:

Reel No. #73 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 24th day of December 1980 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Leah Fretwell